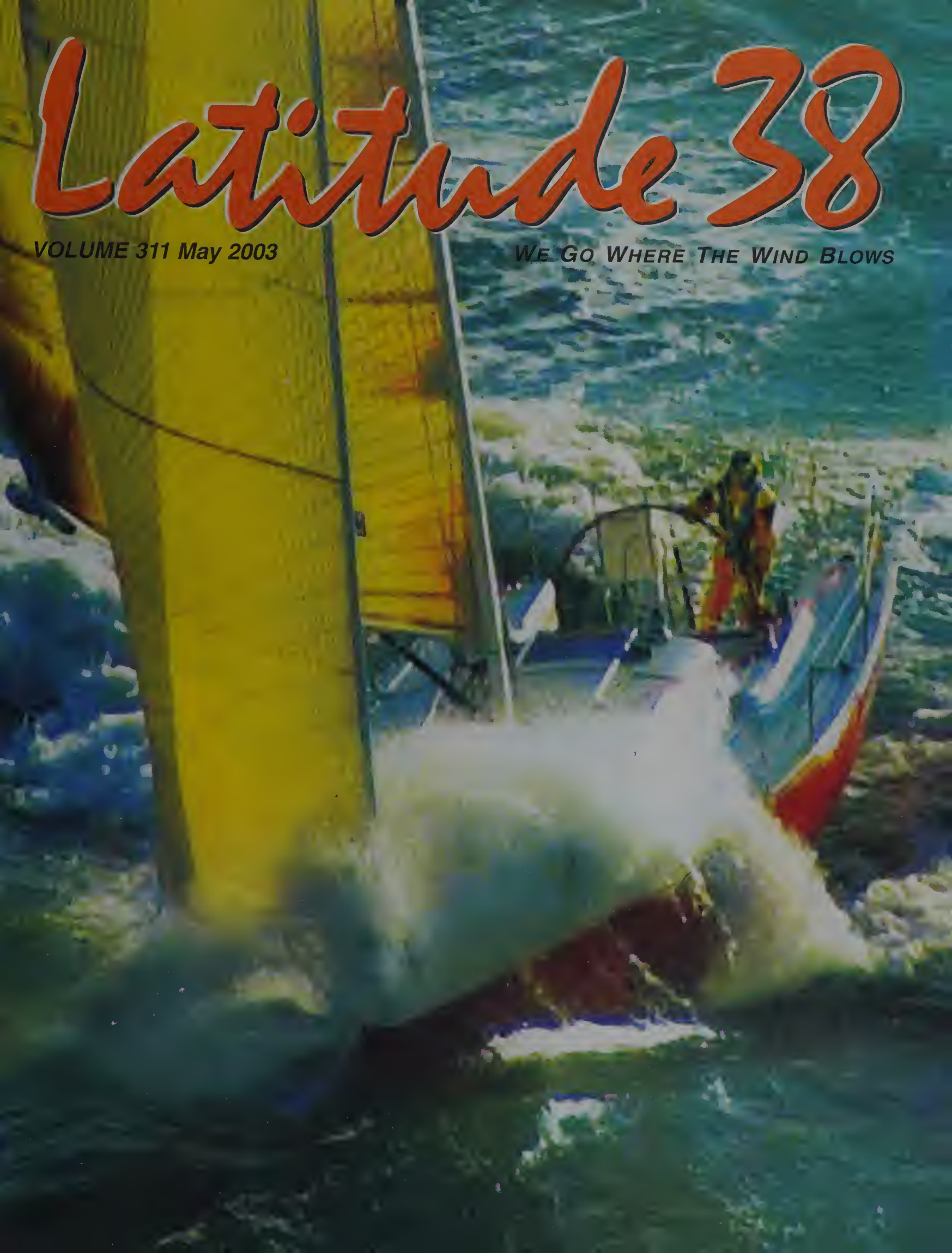


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VOLUME 311 May 2003

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Small Wonder

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*Chubby**

West Wight Potters are tough little boats. For sailing the Bay, Bill Teplow knew early on that *Chubby*, his aptly named 19-foot Potter, needed a rugged set of sails to match. So he ordered a set of Pineapple Sails.

Bill is a geothermal geologist working in the San Francisco Bay Area. Last fall he was handed a job assignment in Hilo, Hawaii. And he decided the best way to commute was to sail over - in *Chubby*!

Bill discovered that those same rugged sails he was using knocking around the Bay would happily sail him the two thousand miles across the Pacific with no signs of chafe or failures (even later when his gooseneck snapped while cruising around in Hawaii).

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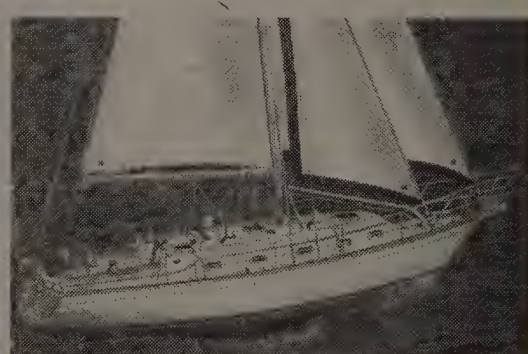
Island Packet Yachts



Island Packet 485



Island Packet 420

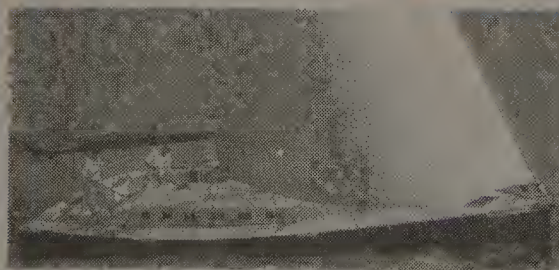


Island Packet 380

Seven key features a well-designed yacht should have are all standard on every Island Packet.

Performance and seakeeping: Exclusive Full Foil Keel® provides spirited performance with superior control and safety. **Integral hull and keel:** The strongest possible construction provided by one piece, hand-laminated hull and keel. **Direct steering system:** Geared rack-and-pinion steering system provides positive feel and superior reliability. **Protected propeller and rudder:** Minimize fouling and damage. **Versatile, easily handled sail plan:** Cutter rig adapts to a wide range of conditions with minimum effort. **Protective bulwarks for safety on deck:** Recessed deck design provides security underfoot. **Immediate anchor access:** Wide platform for tangle-free ground tackle storage – always ready for use.

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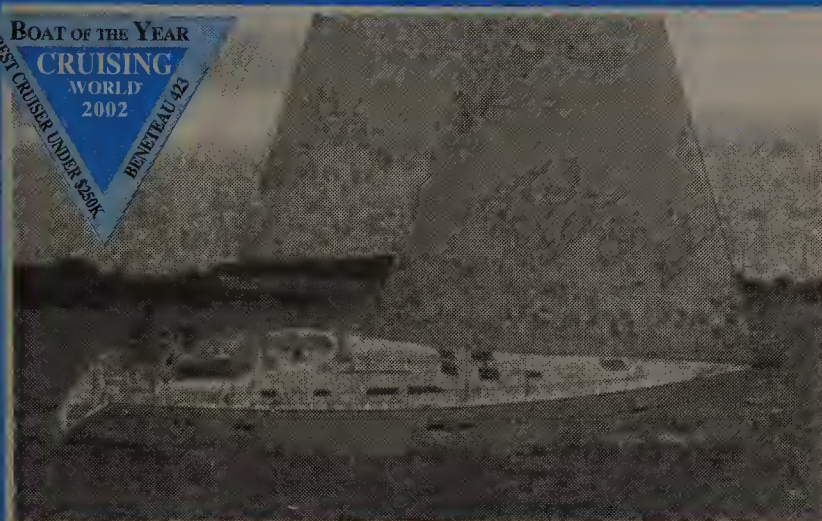
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Once in a Blue Moon a very special yacht comes along that totally captivates you. The Beneteau 423 is an elegant yacht with more standard features and value than ever before on a full sized Beneteau cruiser. This exciting new model won *Cruising World's* Boat of the Year award as the best full sized cruiser under \$250,000. The deck is easy to move around on and the sail handling is simplicity itself. The interior offers abundant light, storage, ventilation and elegant liveaboard amenities. You won't find better quality and value in this size range.

BOAT OF THE YEAR
CRUISING
WORLD
2000



Beneteau 473



Beneteau 42CC



Beneteau 393



Beneteau 361

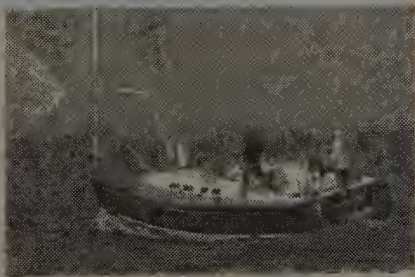


Beneteau 331

Just Introduced X-43

The X-43 will be available in four different interior layouts: 3-Cabin Classic & Modern and 4-Cabin Classic & Modern. The X-43 comes well equipped, including items

such as an anchor windlass, German mainsheet system, stainless steel anchor, Andersen winches and gas springs on all cockpit lockers, and sprayhood.



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'Fast Forward' blasts down the homestretch of the Singlehanded Farallones Race.

Photo Latitude 38/JR

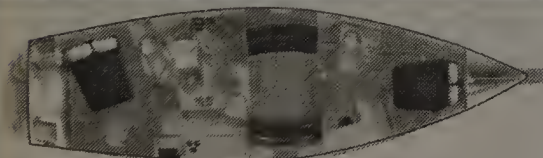
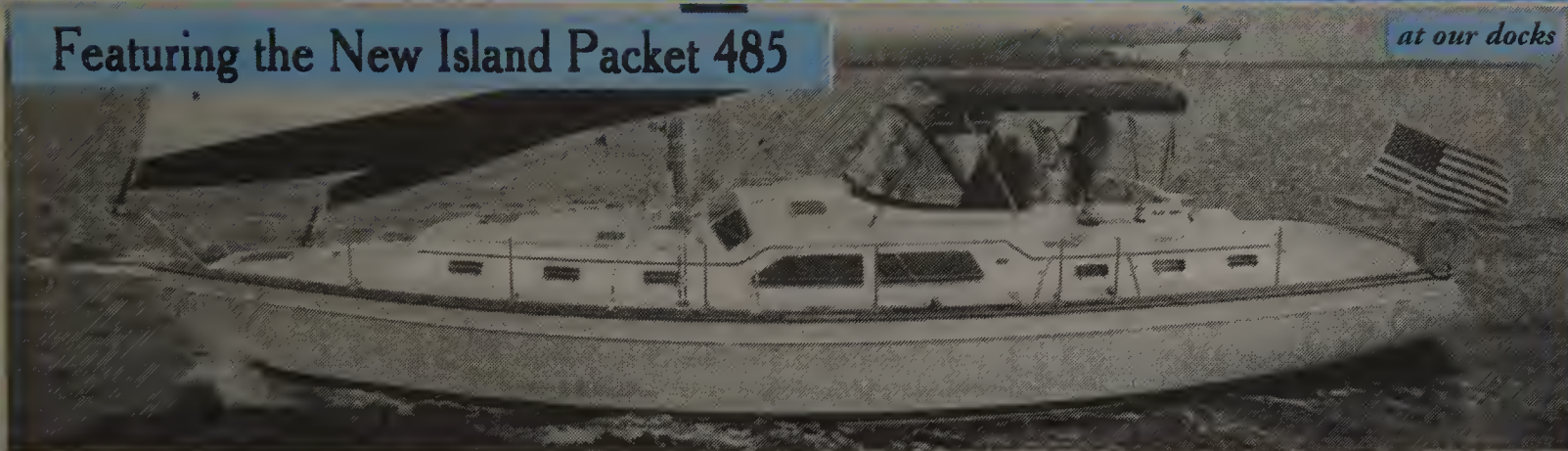
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Latitude 38 welcomes editorial contributions in the form of stories, anecdotes, photographs - anything but poems, please; we gotta draw the line somewhere. Articles with the best chance at publication must 1) pertain to a West Coast or universal sailing audience, 2) be accompanied by a variety of pertinent, in-focus digital images (preferable) or color or black and white prints with identification of all boats, situations and people therein; and 3) be legible. These days, we prefer to receive both text and photos electronically, but if you send by mail, anything you want back must be accompanied by a self-addressed, stamped envelope. **Submissions not accompanied by an SASE will not be returned.** We also advise that you not send original photographs or negatives unless we specifically request them; copies will work just fine. Notification time varies with our workload, but generally runs four to six weeks. Please don't contact us before then by phone or mail. Send all electronic submissions to editorial@latitude38.com, and all snail mail submissions to Latitude 38 editorial department, 15 Locust Ave., Mill Valley, CA 94941. For more specific information, request writers' guidelines from the above address or see www.latitude38.com/writers.htm.

Come to Our Spring Open House May 24-25

Featuring the New Island Packet 485

at our docks

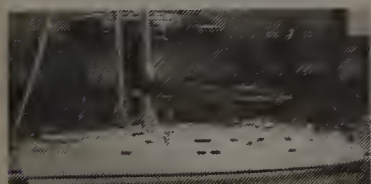


LOA 51'7" Fuel 300 gal.
 LWL 43'2" Water 300 gal.
 Beam 15'4" Max Headroom 6'5"
 Draft 5'3" Cabins/Berths 4/9
 Mast above DWL 63'6"
 Sail Area 1,234 sq. ft.
 Displacement (dry) .. 39,000 lbs.
 Ballast 16,000 lbs.

This new 51-footer is unmistakably the flagship of the Island Packet line of bluewater globetrotters. Everywhere you look on this new design, you will see extreme attention to detail, clever design elements like a dinghy launch system that telescopes out from the mainsail boom, and superb quality. The boat is roomy, with an abundance of storage, opening hatches and stainless steel ports. The raised deck saloon provides a panoramic view of the world outside. The center cockpit is comfortable and dry. The aft suite is elegant and very livable; there is even a utility cabin that can be used as an office, sleeping cabin, workshop and laundry. The 485 has rock solid construction and is considerably faster than you might expect. The sailing experience is further enhanced by the feel and feedback from the helm, which is achieved through the rack-and-pinion steering system.

This exceptional boat is available for purchase at a price that is considerably lower than any other boat on the market of comparable quality, size and features with the added incentive of a very nice package of electronics included through May 25, 2003.

Brokerage Boats Worth a Second Look



Beneteau 461, 2001 \$249,000



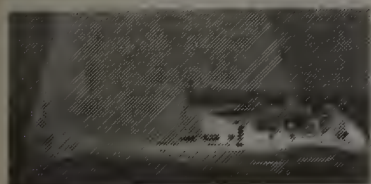
Beneteau 4385, 1993 \$195,000



Beneteau 440, 1986 \$149,000



Beneteau 40.7, 2000 \$179,000



Beneteau 38s5, 1992 \$88,750



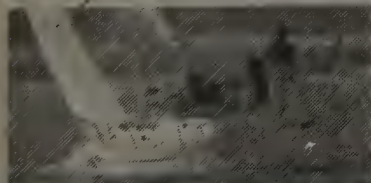
Beneteau 35s5, 1989 \$56,000



Beneteau 350, 1990 2 from \$58,000



Beneteau 331, 2001 \$88,000



Beneteau 321, 2003 \$89,000



Catalina 28, 2002 Call



Island Packet 380, 2002 \$235,000



X-442, 2001 \$359,000

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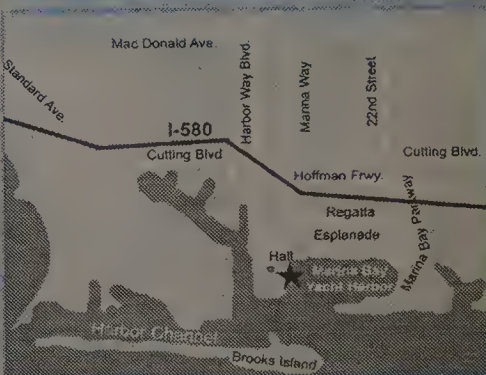
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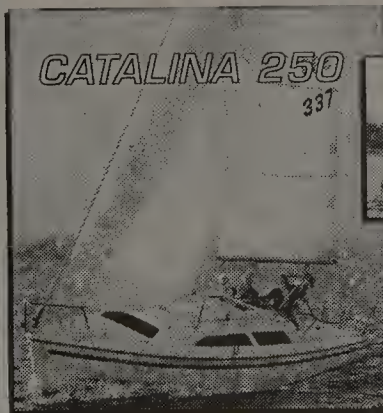
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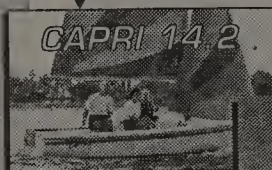
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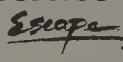


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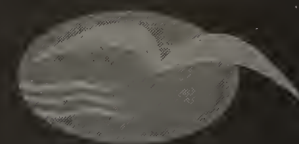
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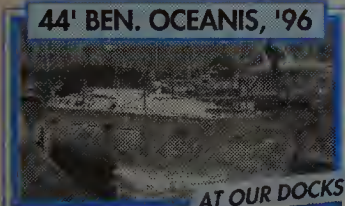
47' VAGABOND, '86



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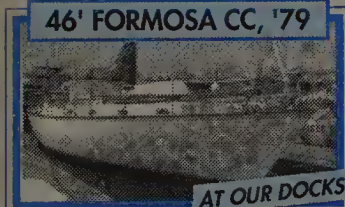
44' BEN. OCEANIS, '96



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Recent upgrades include new main, jib, dagger, bimini and 25-mile radar. \$185,000.

46' FORMOSA CC, '79



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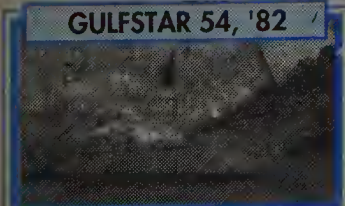
37' TAYANA, '77



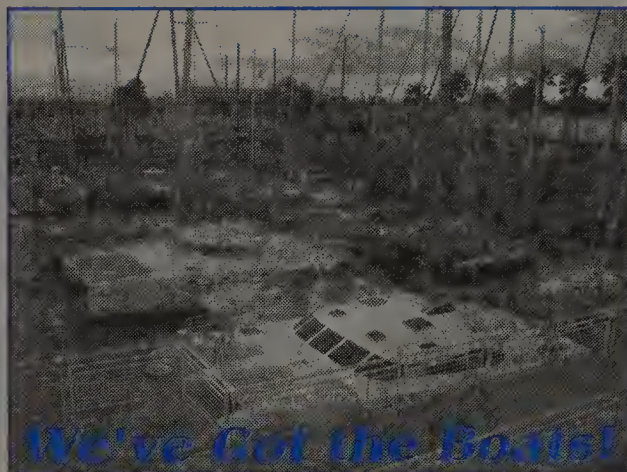
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GULFSTAR 54, '82



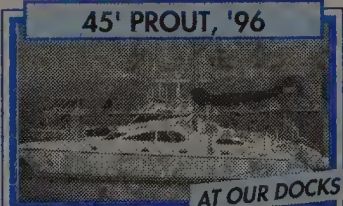
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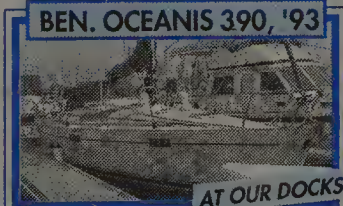
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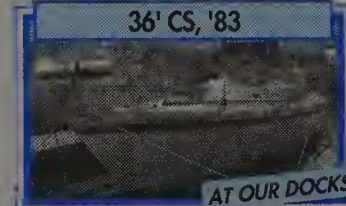
ENDEAVOUR 38 CC, '85



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36' CS, '83



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33' HUNTER 336, '96	\$79,000

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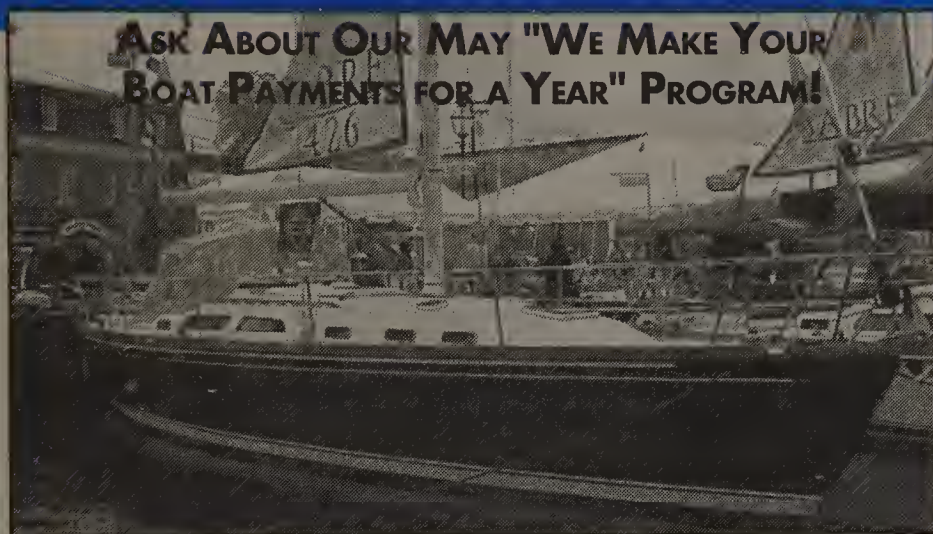
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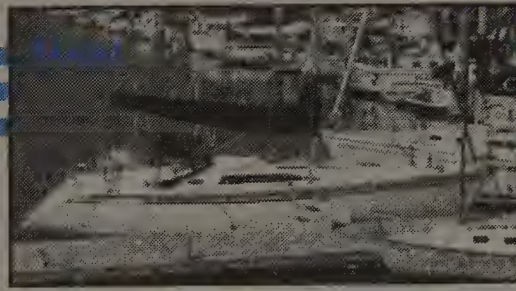
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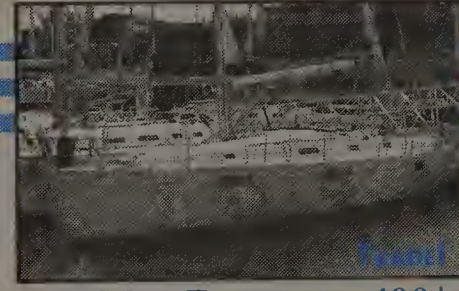
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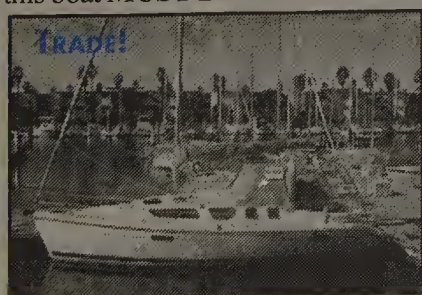
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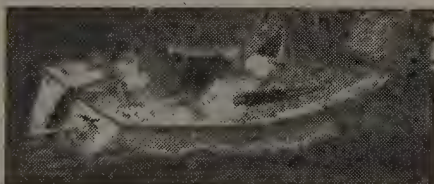
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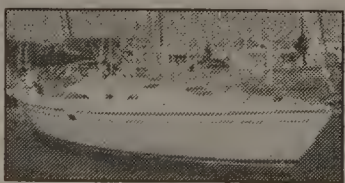
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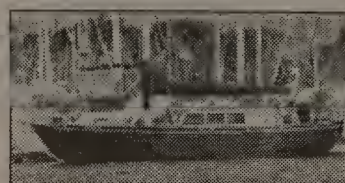
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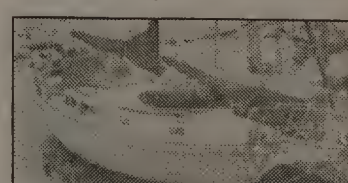
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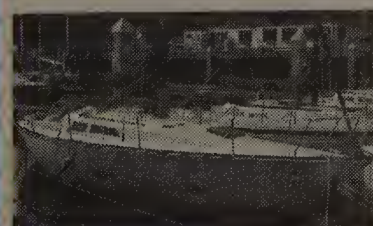
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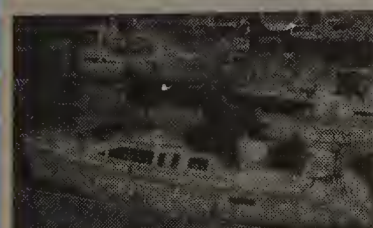
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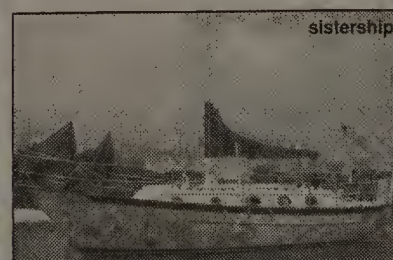
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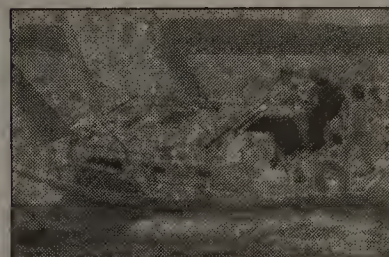


Pacific Seacraft 31

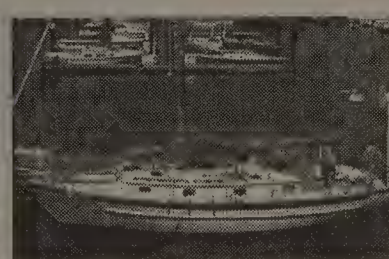
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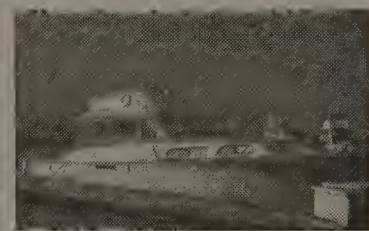


Cabo Rico 34. 1995 but shows like a 2003. Cutter rig, self-tending staysail, furling jib and Dutchman system on the main. Beautiful detail and finish. \$174,900



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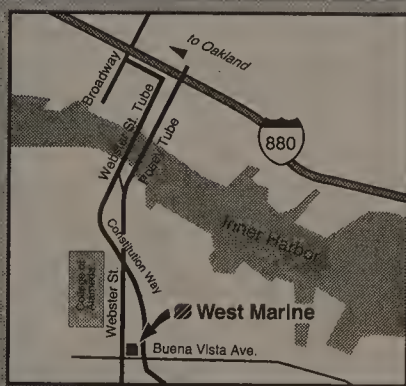
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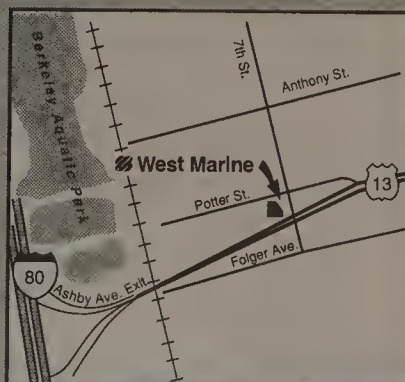


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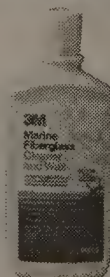
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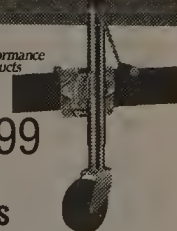
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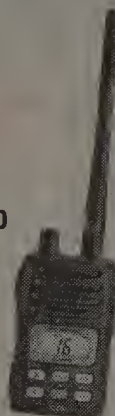
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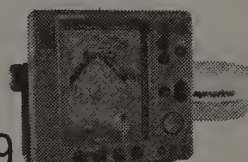
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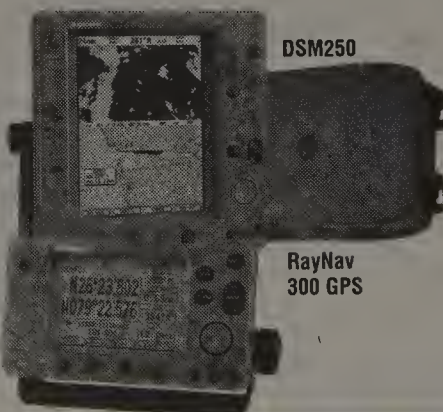
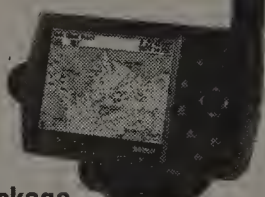
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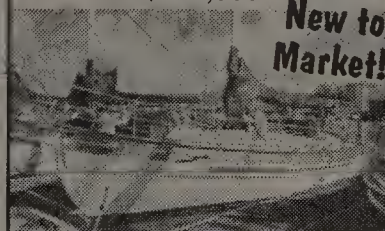
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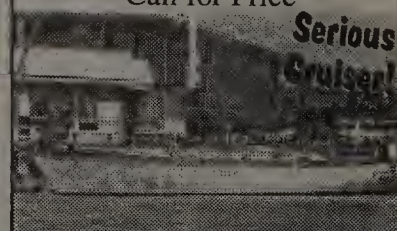
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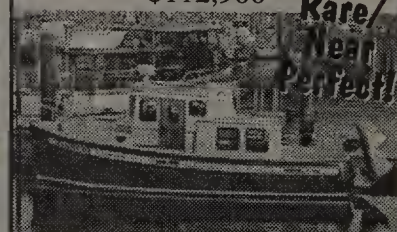
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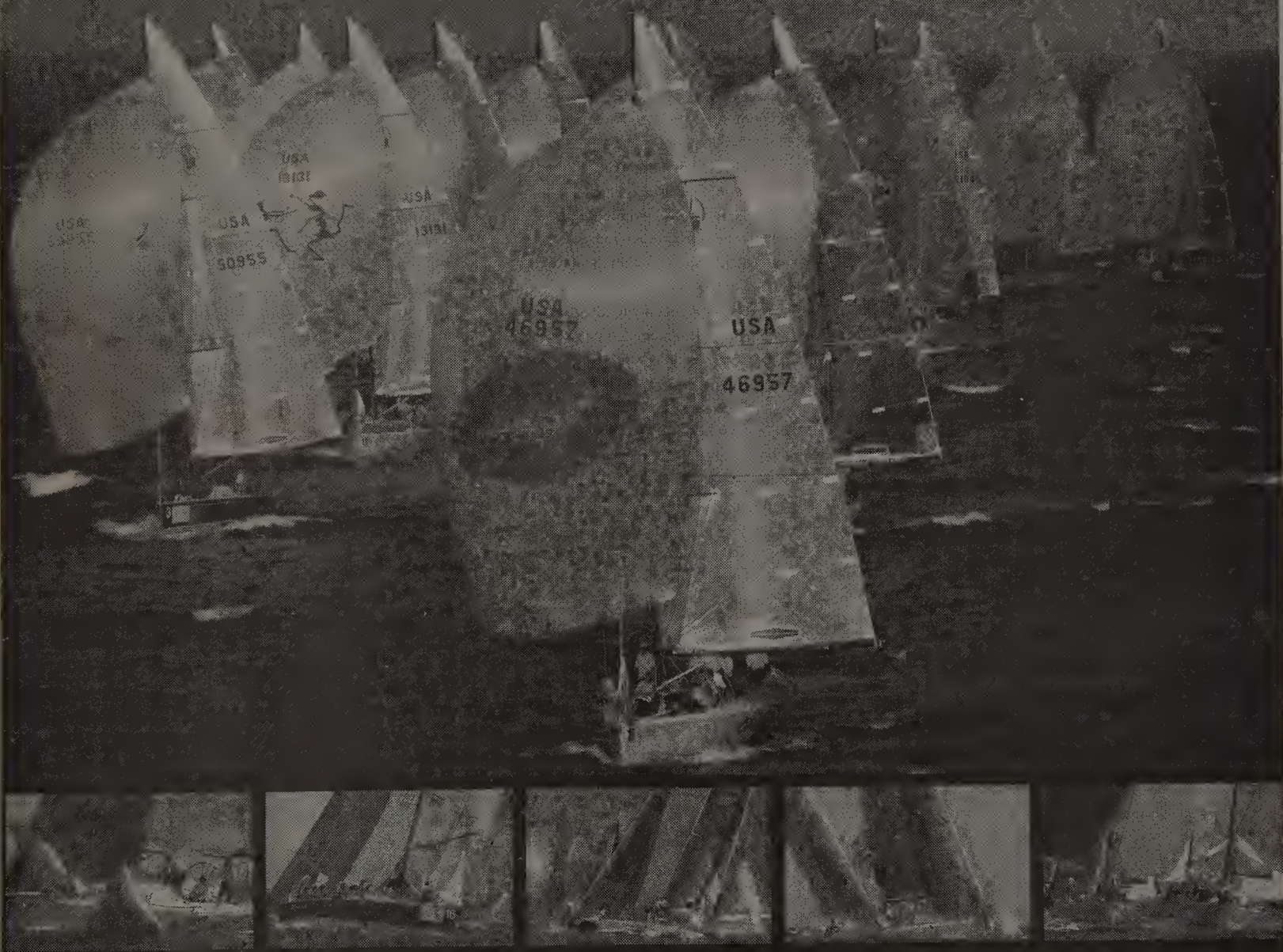
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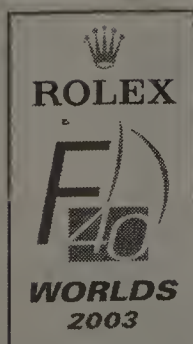
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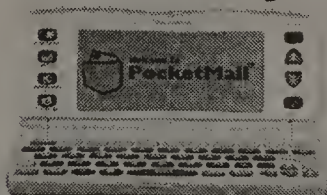
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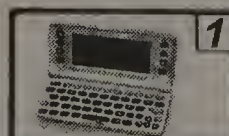
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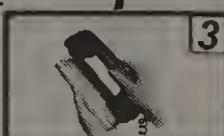
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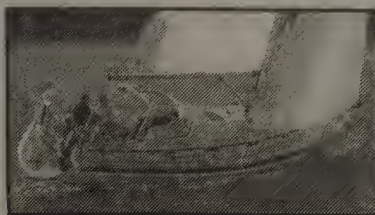
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* 1997 Wauquiez 54 PS	765,000	1998 Wauquiez 41	SOLD
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* 2000 Malö 45C	621,000	* 1981 Valiant 39	104,000
* 1995 Wauquiez 45 Cat	225,000	* 1986 Wauquiez 38 MkII	111,500
1996 Valiant 42	SOLD	* 1983 Malö 38	\$119,00

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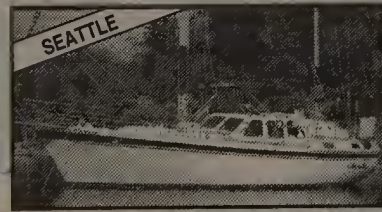
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1976 Valiant 40 One owner for the last 17 years! \$119,900



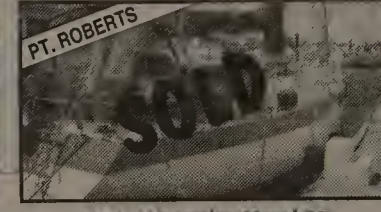
1978 Valiant 40 Clean boat, many recent upgrades. \$119,500



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1983 Wauquiez Hood 38
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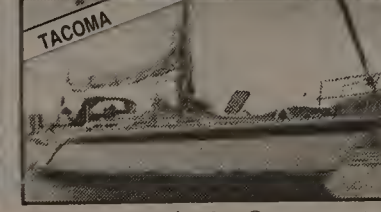
1984 Wauquiez Hood 38 Mk II
Offshore equipped, exceptional! \$100,000



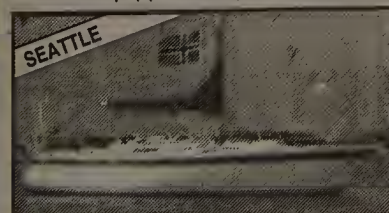
1978 Valiant Esprit 37
Offshore ready. Nice. \$104,500



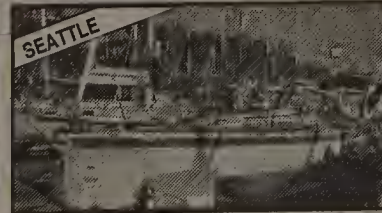
1983 Wauquiez 35 \$34,000 in upgrades. Must See! \$89,900



1982 Wauquiez 35 Owner spent over 20K in upgrades. \$83,000



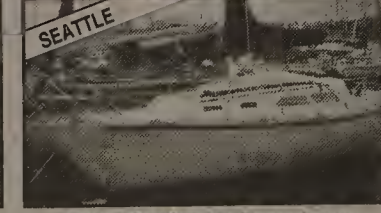
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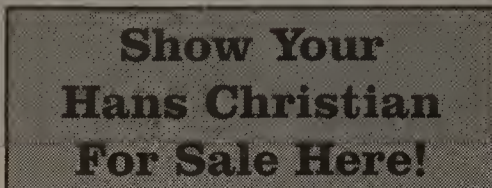


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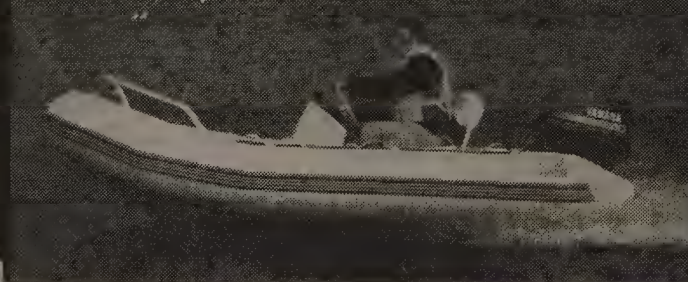
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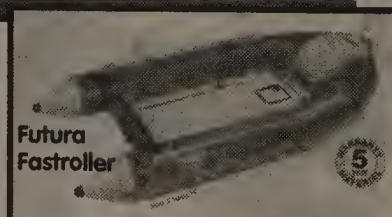
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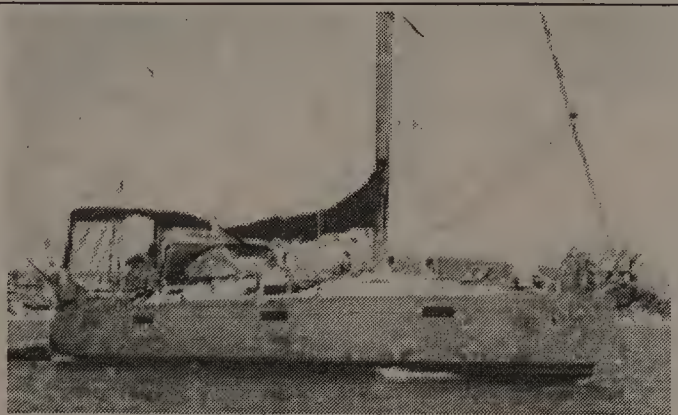
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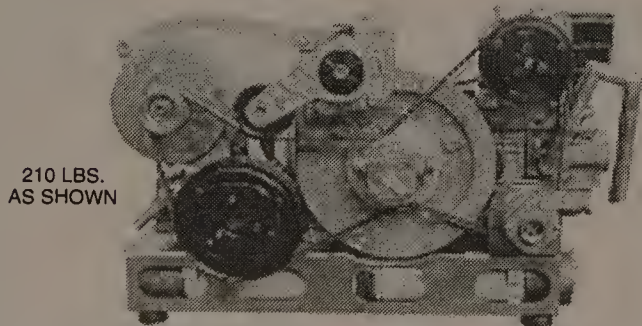
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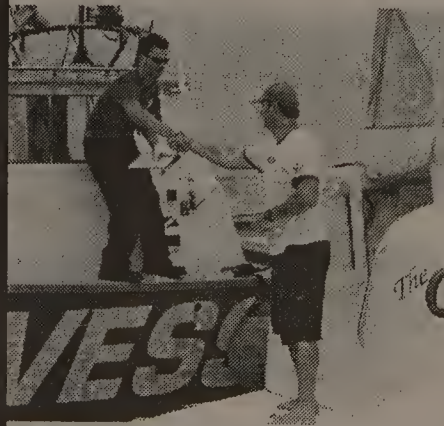
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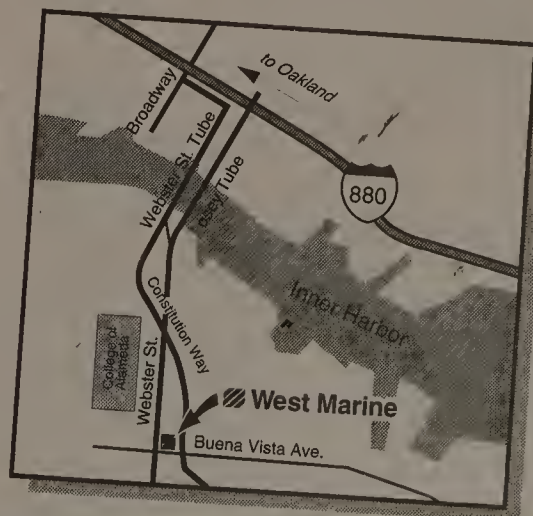
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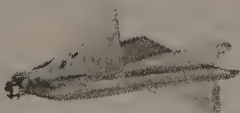
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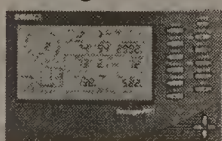
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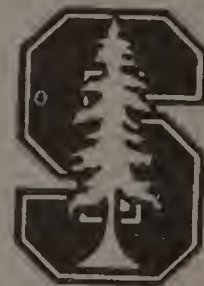
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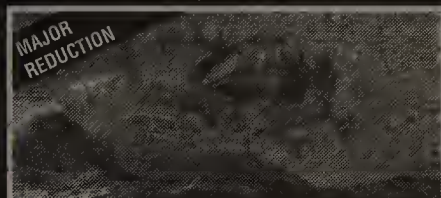


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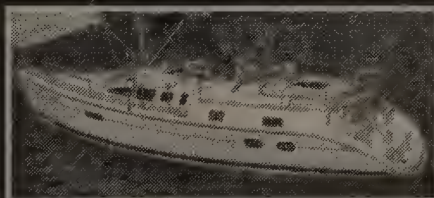
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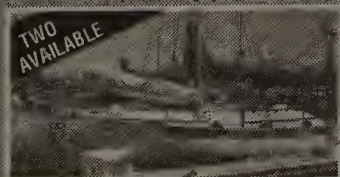
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May 3 — Second Annual Mexican Fiesta Dinner/Auction at Encinal YC. Open to the public, \$15 at the door, proceeds to junior sailing. Info, (925) 828-6747.

May 3 — Single Sailors Association's annual membership drive/Cinco de Mayo party at Alameda YC, 3 p.m. onward. Cost is \$8. Info, (510) 273-9763.

May 3 — High school sailing team tryouts at Jack London Aquatic Center, 3-4 p.m. Oakland Park and Recreation is again sponsoring a PCISA racing team and is looking for young sailors. Info, (510) 238-2196.

May 4 — Fourth Annual Nautical Flea Market at Loch Lomond Marina, 8 a.m. to 1 p.m. LLYC, 454-7228.

May 8 — Single Sailors Association monthly meeting, with guest speaker USCG Lt. Chris Tribolet discussing "Boating & Marine Safety". Ballena Bay YC, 6:30 p.m., free. Info, (510) 273-9763 or www.sail-ssa.org.

May 10 — Ericson 27 cruise to Presidio YC. Bill, (408) 736-5940, or www.ericson27.com.

May 10 — KFOG KaBoom — big fun! See www.kfog.com.

May 10 — Nautical Flea Market at Stockton SC, 7 a.m. to 1 p.m. Pancake breakfast to benefit StkSC's junior sailing program. Info, (209) 951-5600.

May 11 — Call your mother!

May 17-18 — Third Annual Hawaii Boat Show & Ocean Expo at the Ko Olina Marina. If you find yourself on Oahu this weekend, check out this free boat show. Info, www.hawaiiboatshow.com.

May 17-24 — National Safe Boating Week.

May 18 — Annual Nautical Flea Market at Elkhorn YC in Moss Landing. Penny, (702) 298-5668.

May 18 — Rules and Tactics Seminar presented by Russ Klein and Vickie Gilmour at Lake Merritt SC, 1-4 p.m., free. Info, (925) 945-6223.

May 18 — Open House at Oakland YC, 2-5 p.m. Wayne, (510) 522-6868.

May 20 — Sailing Fundamentals, every Tuesday and Thursday night at the Sausalito CC, 7:30-9:30 p.m., for five weeks. \$70 fee. USCGA Flotilla 12; Jerry, 455-8671.

May 20 — S.F. Bay Oceanic Crew Group monthly meeting, featuring San Francisco bar pilot Kip Carlson. Fort Mason Center, Room C-210, 7 p.m., free. Info, 456-0221.

May 22 — Safe Boating Classes at the Trinity Episcopal Church, 410 Wool St., Folsom, 7-9 p.m. for six Thursday nights. Info, (916) 492-5566.

May 24 — South Beach YC Open House/Membership Drive, featuring an authentic Argentine barbecue. Info, www.southbeachyc.org.

May 24-25 — Annual Spring Open House at Passage Yachts in Brickyard Cove, Pt. Richmond. Open boats, Saturday barbecue, door prizes, refreshments. Info, (510) 236-2633.

May 29 — Bob Hope is 100!

May 29 — 50th anniversary of Sir Edmund Hillary and Tenzing Norgay's legendary conquest of Mt. Everest, arguably the greatest sports accomplishment in history.

May 31 — SSS LongPac Seminar, an all-day gathering at Oakland YC for shorthanded ocean sailors. \$30 fee. Details can be found at www.sfbaysss.org.

May 31 — Nautical Flea Market at the Santa Cruz West Marine store, rescheduled after being rained out in April.

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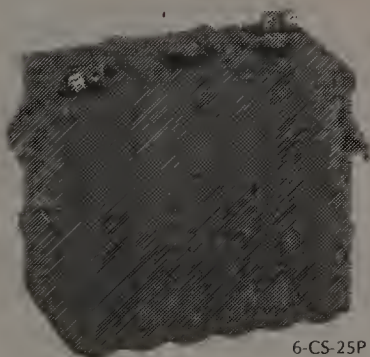
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CALENDAR

Opens at 8 a.m.; \$5 for sellers; proceeds to the Sea Scouts. Info, (831) 476-1800.

June 1 — Pacific Cup All-Day Seminar at Berkeley YC. Explore the possibility of racing or cruising to Hawaii! Topics covered will range from "What's it like?" to specific rig, hull and safety concerns for an ocean passage. Details and pre-registration, www.pacificcup.org.

June 6-8 — San Jose Boat Show. NCMA, (510) 834-1000.

June 12 — Corinthian YC's new lecture series kicks off with a presentation by Dawn Riley. \$10 contribution to benefit youth sailing. Details at www.cyc.org.

June 21 — Summer Sailstice, a new holiday just for sailors. See www.summersailstice.com for details.

Racing

Apr. 27-May 3 — Antigua Sailing Week, the big kahuna of Caribbean regattas. Info, www.sailingweek.com.

May 2-4 — 10th Annual Protector Boats Ski/Sail National Championships at Lake Tahoe. Ralph, (530) 583-4584.

May 3-4 — 103rd Vallejo Race, the "largest inland regatta in the country." YRA, 771-9500.

May 3-4 — Yachting Cup in San Diego. SDYC, (619) 758-6309 or www.sdy.org.

May 3-4 — Moore 24 PCCs. SCYC, (831) 425-0690.

May 3-4 — SFYC Fun Regatta. Info, 435-9525.

May 4, 18 & 31 — Fremont SC Spring Series for El Toros, FJs, Lido 14s and Wind Rider trimarans. Three relaxed races a day on Lake Elizabeth, followed by a barbecue. Beginners welcome. Chuck St. Denis, (408) 263-5690.

May 9, 1983 — It Was Twenty Years Ago Today, from a *Sightings* piece about the BOC Challenge:

Frenchman Philippe Jeantot, 31, won the BOC Challenge singlehanded around the world race on May 9 with a triumphant return to Newport, Rhode Island, site of the race's start. The "Flying Frenchman" not only earned the \$25,000 cash prize for the victory, but also set a new solo circumnavigation speed record. His 159-day passage was ten days faster than that of Alain Colas aboard the trimaran *Manureva* back in 1973-74. Jeantot sailed a 56-ft aluminum cutter called *Credit Agricole*, named after his French bank sponsor.

Finishing a day behind Jeantot and second overall was South African Bertie Reed, 39, in his sloop *Altech Voortrekker*. After a slow start on the first leg of the race, Reed kept finishing closer and closer to Jeantot, but could never beat him. His cumulative time was 11 days slower than Jeantot. After living on tinned meat, eggs, biscuits and coffee for the last 29 days of the race, Reed's overpowering urge after the finish was, understandably, for a cold "beerie".

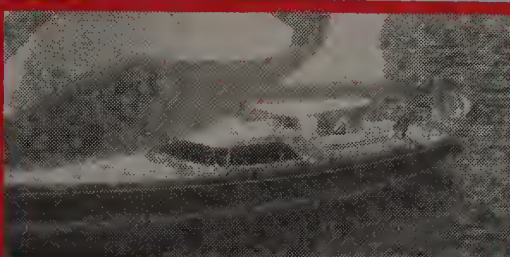
While Jeantot dominated the Class 1 boats from 45 to 56 feet in length, the Class 2 race for boats 32 to 44 feet was a cliffhanger up until the end. Japan's Yukoh Tada, 53, sailing the custom 43-ft *Koden Okera V*, finished a half day behind New Jersey's Francis Stokes, 56, in the stock 39-ft Fast Passage cutter *Moonshine* on the final leg. Tada won class honors, however, having gone into the final leg with a two-day lead.

Stokes was one of two Americans left in the race and the top finisher in a stock boat. Dan Byrne, 54, of Santa Monica was the other American. He was sailing a stock Valiant 40 named *Fantasy*. Byrne crossed the finish line off Newport on May 20, reportedly looking fit and happy after a relatively hassle free final leg. He had engine and solar panel problems in the first two legs and considered dropping out at one point. With support from his wife Pat, Dan persevered, however, and completed his fantasy of racing around the world.

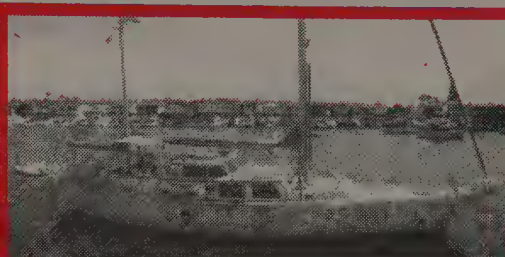
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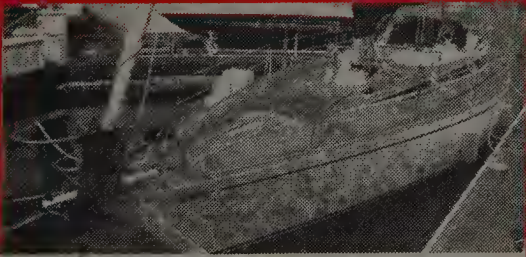
Cheoy Lee 53 (1986). This is an excellent twin diesel motor sailer with tons of room. Hood Stow-away main and mizzen. **Asking \$425,000**



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CALENDAR

May 10 — OYRA/SFYC Northern Star. YRA, 771-9500.

May 10 — Alameda Interclub Series #2. M.L. Higgins, (510) 748-0289.

May 15-16, 1993 — Ten Years After, from a *Racing Sheet* article about the Stone Cup:

Except for a low 16-boat turnout, this year's all-IMS Stone Cup was actually fairly exciting thanks to the presence of three relatively new boats — *Morning Glory*, *Warspite* and *X-Dream* — and one brand new one, Bob Garvie's N/M 43 *Bullseye*. The weather on May 15-16 was perfect — each of the three races was held in progressively higher wind (12, 14 and 16 knots). And the St. Francis race management was excellent, as always. Even the IMS rule, after a glitch was ironed out in the program, proved to be working well: in race one, the first five boats in Division A corrected out within 48 seconds of each other!

The winner of that class, Hasso Plattner's state-of-the-art R/P 50 *Morning Glory*, took line honors by huge margins in each race. But on corrected time, her victories were quite close: 19 seconds over *Bang* in race one; 24 seconds over *Warspite* in race two; and 51 seconds over *Bullseye* in race three. "When you see finishes like that, you have to think the rule is starting to work," figures Dee Smith, project manager and tactician on *Glory*.

Given the ebbtide conditions (which favor little boats and aren't factored into the local version of IMS), *Morning Glory*'s performance was outstanding. Plattner, a wealthy German software entrepreneur, did a nice job of steering his boat and the crew work appeared flawless. Pulling the strings were Scott Inveen, Noel Rhodes, Charles Winton, Mike Lingsch, Ronn Loewenthal, Alan Weaver, Mike Diaz, Stuart Felker, Norman Davant and Bob Billingham.

The blue beauty, which draws too much to get into the St. Francis Yacht Harbor and accordingly lives at South Beach, is currently undergoing her "5,000 mile tune-up". *Morning Glory* is a favorite to win IMS honors in the upcoming TransPac, after which she'll return for the Big Boat Series. Plattner, who has an office in Foster City, is obviously enjoying his increasingly frequent business trips to the Bay Area — in fact, he just bought a house in Portola Valley and a Ferrari to put in the garage. "The boat says 'Kiel' on the transom, but for now her home is San Francisco," claims Dee.

Bullseye came in a distant second with a 4,5,2 record. "We should have done better," said driver Kimo Worthington, who admitted to having an off weekend. The crew, which included designer Bruce Nelson, builder Barry Carroll, and Shore sailmaker Ed Reynolds, is still getting used to their beautiful new boat. Their main competition came from *Warspite*, the year-old and much improved Wylie 42 from Hawaii. Owner Kevin Meechan, driver Craig Healy and a hybrid Hawaiian/Bay Area crew settled for finishes of 6,2,PMS, but were actually much faster than their record indicates. They, too, are TransPac-bound; *Bullseye*'s first distance event will be the fall Cabo Race.

May 17 — Spring One Design #2. SCYC, (831) 425-0690.

May 17 — South Bay YRA Summer Series #2, hosted by Ballena Bay YC. Mike Satterlund, (408) 947-8211.

May 17-18 — Elite Keel Regatta for Express 37s, Etchells, Melges 24s, J/24s, Knarrrs, IODs and Folkboats. San Francisco YC, 789-5647.

May 17-18 — Lake Washington SC's Annual Spring Regatta in the Port of Sacramento, open to dinghies up to 19 feet in length. Camping available. Info, (916) 212-1558 or www.lwsailing.org.

May 18 — Spring SCORE/Doublehanded #2. Santa Cruz

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CALENDAR

YC, (831) 425-0690.

May 23 — SFYC/MPYC Spinnaker Cup. Noon start at Knox, finish after dark in Monterey. SFYC, 789-5647 or MPYC, (831) 373-7896.

May 24 — Master Mariners Regatta, with party afterward at Encinal YC. Jeff Stokes, (925) 935-7096.

May 24-25 — St. Francis Memorial Day Weekend Regatta for J/120s, J/105s, Express 27s, Melges 24s and any other class that can field six or more boats. StFYC, 563-6363.

May 24-25 — 39th Whiskeytown Regatta. See www.whiskeytownsailing.org or email wsc@whiskeytownsailing.org.

May 24-26 — 60th Swiftsure International Yacht Race. Royal Victoria YC, (250) 592-9098.

May 31-June 1 — Star District Champs. SFYC, 789-5647.

May 31-June 1 — J/24 Western Regional Championship and District 20 Qualifier. StFYC, 563-6363.

June 7 — CYC/SSS In the Bay Race. Bill, (510) 490-1147.

June 7-8 — San Francisco Cup, rescheduled. A best-of-five match race series between defender StFYC and challenger SFYC in Express 37s. StFYC, 563-6363.

June 7-8 — J/105 Summer Invitational (formerly the PCCs). SFYC, 789-5647.

June 7-8 — Go For The Gold Regatta at Scott's Flat Lake (outside Nevada City). GCYC; Lynn, (530) 470-0511.

June 14 — Delta Ditch Run, a 67.5-mile river run from Richmond to Stockton. RYC, (510) 237-2821.

June 14 — Coastal Cup, 360 downwind miles from San Francisco to Catalina. Can *Pyewacket* break the course record? EYC, (510) 522-3272.

June 20-22 — Woodies Invitational. StFYC, 563-6363.

June 21 — OYRA/BVBC Farallones Race. YRA, 771-9500.

June 21-22 — Optimist PCCs. SFYC, 789-5647.

June 25 — Great Pacific Longitude Race, aka the LongPac. Alan Hebert, (650) 724-5954.

June 27 — South Tower Race. StkSC, (209) 473-9851.

June 27-29 — 19th North Sails Race Week in Long Beach, the SoCal Big Boat Series. Info, (714) 379-4884 or www.Premiere-Racing.com.

Summer Beer Can Series

BAY VIEW BC — Monday Night Madness: 5/12, 5/26, 6/9, 6/16 (make-up). John Super, 243-0426.

BENICIA YC — Thursday Race Series through 10/2. Joe Marra, (707) 745-5848.

BERKELEY YC — Friday Night Races through 9/26. Paul Kamen, (510) 540-7968.

CAL SC — Sunday Morning Lido 14 races, intraclub only, year round. Sunday Afternoon Bytes and Lasers, open to all, year round. Joe Matera, dzntmatera@aol.com.

CORINTHIAN YC — Friday Night Series through 9/5. Michael Moradzadeh, 789-0506.

COYOTE POINT YC — Wednesday Nights through 10/22. Mike Finn, (408) 866-5495.

ENCINAL YC — Friday Night Twilight Series. Spring: 5/9, 6/6, 6/27. Steve Rienhart, (415) 441-5960.

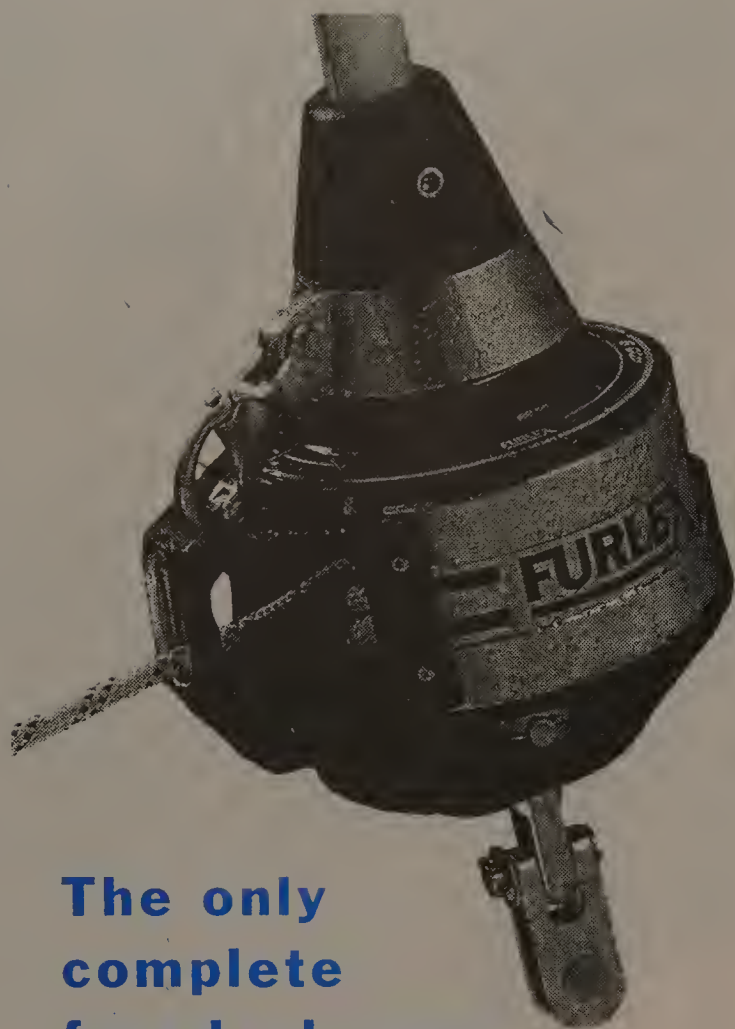
FOLSOM LAKE YC — Wednesday Nights, 5/7-9/24. John Poimiroo, john@poimiroo.com.

GOLDEN GATE YC — Friday Nights: 5/16, 5/30, 6/13, 6/27, 7/11, 7/25, 8/8, etc. Winnie Kelley, 474-9246.

ISLAND YC — Friday Nights on the Estuary: 5/2, 5/16, 5/30, 6/13, etc. Diane Duey, (510) 490-1524.

LAKE YOSEMITE SA — Thursday Nights, 5/1-9/25. Steve Eyberg, (209) 357-0106.

MONTEREY PENINSULA YC — Wednesday Nights through 10/1. MPYC, (831) 372-9686.



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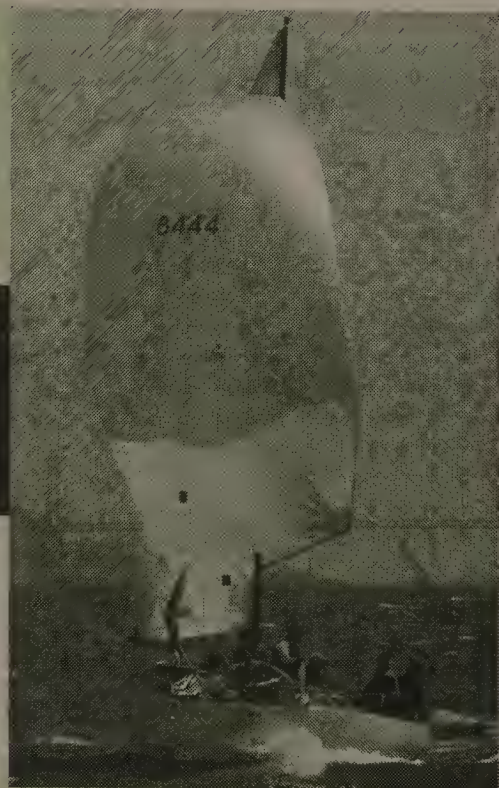
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Express 27 Nationals Winner
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Owner Profile: Chuck and Jaina Johnson



J/160 #27 - 'La Aventura'

Image: Farmer Marine Design Services

Starting Out Right

With a home and life based in Iowa the only sailing Chuck and Jaina Johnson managed to do over the years was 'armchair sailing'. However, Chuck's frequent business travel kept him near news stands and sailing magazines which continued to fuel an urge to one day take up sailing. Not long after retirement Chuck and Jaina found themselves visiting Jaina's parents in Southern California at the same time as the Long Beach Boat Show.

Armed with years of knowledge from 'armchair sailing' they knew of J/Boats' unsurpassed reputation for quality and performance. One thing led to another and they made the move from Midwest dreamers to ocean bound sailors. They jumped in with both feet and ordered a J/160 and then set about learning to sail!

"It's been a terrific experience all around," stated Chuck. "We signed up for sailing lessons with J/World in San Diego and they did a great job putting the foundation under our developing sailing skills. We got very involved in the building process, visiting the builder TPI three times, visiting Hall Spars for the spar and going to Minden, NV to see the sails put together. Working with Sail California has been terrific and the whole endeavor fun, challenging, interesting and educational."

Over the last several months, with the help of experienced crew, they've taken the boat to Puerto Vallarta where they did some daysailing and cruising. They've enjoyed the J/160's ease of handling and have now taken the boat out with just the two of them and entertaining non-sailing friends. The boat was recently in Northern California for Pacific Sail Expo and will head south again soon.

"The two of us have really enjoyed moving into the sailing world," declared Chuck, "and, who knows, when the time is right I might just like to take her south and west to Tahiti and maybe New Zealand."

Clearly they have the right spirit and the right boat so anything is possible.

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OAKLAND YC — Sweet 16 Series, every Wednesday night, 5/7-9/17. Ted or Diane Keech, (510) 769-1414.

RICHMOND YC — Wednesday Night Series: 5/7, 5/21, 6/4, 6/18, 7/2, 7/16, 8/6, etc. Eric Arens, (510) 841-6022.

ST. FRANCIS YC — Folkboat Wednesday Nights, 5/7-8/27. Ed Welch, 851-3800.

ST. FRANCIS YC — Friday Night Windsurfing: 5/2, 5/16, 5/30, 6/13, 6/27, 7/18, etc. StFYC, 563-6363.

SANTA CRUZ YC — Wednesday Night Races through the end of DST. Larry Weaver, (831) 423-8111.

SAUSALITO YC — Tuesday Sunset Series, first half: 5/6, 5/20, 6/3, 6/17. Tim Prouty, 331-5204.

SEQUOIA YC — Wednesday Nights through 10/29. John Farnsworth, (650) 361-9472.

SIERRA POINT YC — Tuesday Nights, 5/6-8/26. Tom McKinney, (650) 726-0406.

SOUTH BEACH YC — Friday Night Series: 5/2, 5/16, 5/30, 6/13, 6/27, etc. Joel Davis, 999-1019.

TAHOE YC — Wednesday Night Spring Series, 5/28-7/9. Gary Redelberger, (530) 583-9132.

TIBURON YC — Friday Nights: 5/9, 5/23, 6/6, 6/20, 6/27, 7/11, 7/18, 7/25, etc. John Sullivan, 924-1842.

VALLEJO YC — Wednesday Nights through 9/24. Jim Mueller, (707) 643-1254.

Please send your calendar items **by the 10th of the month** to Latitude 38 (Attn: Calendar), 15 Locust Avenue, Mill Valley, CA, 94941. Better yet, fax them to us at (415) 383-5816 or email them to us at editorial@latitude38.com. But please, no phone-ins! Calendar listings are for marine-related events that are either free or don't cost much to attend. The Calendar is not meant to support commercial enterprises. Unless otherwise noted, all phone numbers listed in the Calendar are in the 415 area code.

May Weekend Currents

date/day	slack	max	slack	max
5/03Sat	0230	0553/4.4E	0944	1243/3.2F
	1614	1824/2.1E	2123	
5/04Sun	1023	0021/2.1F	0257	0632/4.3E
	2152	1324/3.0F	1701	1907/1.8E
5/10Sat	0340	0607/1.6F	0845	1201/3.5E
	1553	1902/3.2F	2222	
5/11Sun	1001	0053/2.6E	0436	0714/2.2F
	2300	1301/3.6E	1643	1948/3.4F
5/17Sat	0205	0530/6.0E	0922	1227/4.7F
	1558	1810/2.7E	2112	
5/18Sun	1014	0004/3.0F	0248	0618/5.8E
	2203	1320/4.4F	1655	1901/2.3E
5/24Sat	0920	0058/2.2E	0407	0655/1.8F
	2221	1226/2.8E	1609	1927/3.0F
5/25Sun	1028	0145/2.7E	0501	0756/2.3F
	2258	1331/2.6E	1658	2009/2.9F
5/26Mon	1129	0219/3.2E	0547	0847/2.7F
	2332	1422/2.5E	1741	2045/2.9F
5/31Sat	0132	0454/4.7E	0853	1155/3.5F
	1522	1727/2.0E	2032	2322/2.3F
6/01Sun	0202	0532/4.7E	0929	1231/3.4F
	1605	1807/1.9E	2101	2358/2.1F

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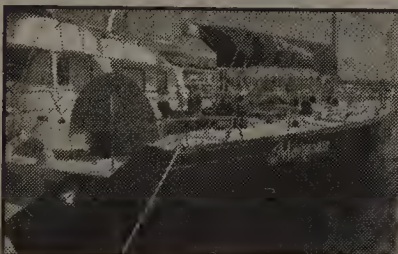
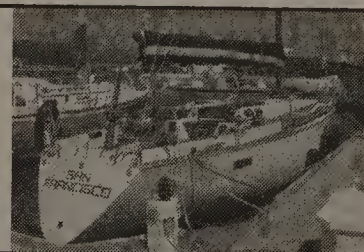


J/32, Spirit, 2001

Lightly used and in 'as new' condition, *Spirit* is a very well equipped performance cruising boat that is perfect for cruising the Bay with family and friends.

BIANCA 41, Sundog 1980

Slim, fast and fun to sail.
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SANTA CRUZ 70, 1987

Mongoose is stiff and light and meets all ABS construction standards. Her hull has been flared and has a smooth racing finish. Her hull and deck appear new, having just been Awlgrippied.

J/105, Clever Girl

She is like new, rarely raced and she has a fresh set of class sails. New bottom applied, rig tuned and engine serviced March 2003. This boat is ready to go sailing.
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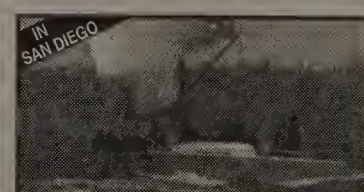
J/92, Speedy Gonzales

Truly a rare find on the used market, this boat is ready to race with over 20 bags of sails, and she is priced to sell. \$39,500.



J/105, '01, Scaramouche

Nearly new, hardly used, and very well cared for. Keel and rudder have been Waterline faired, and she has all the equipment it takes to be a winner. Exceptional race record.



35' ONE DESIGN, Center of Gravity

A Nelson/Marek yacht and a fine example of the best One Design 35-footer in North America. This slightly used boat is on the market with a motivated seller. \$92,000.

72' Andrews, '98, *Elysium** 1,350,000
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53' J/160, '96, *Bushwacker** 649,000
53' Santa Cruz 52, '99, *Triumph** 700,000
48' J/145 #6, '01, *Jeito*** 619,000
41' Bianca 414, '80, *Sundog* 65,000
41' J/125, '98, *Pearl*** New Listing 210,000
40' J/120, '00, *Grace Dances** New Listing 279,000
40' J/120, Hull #153 New Boat
40' J/120, '99, *Hot Rod Dolphin** 249,000
40' Northstar 40, '75, *Outlandish* New Listing 139,000

38' Morgan 382, '80, *Mintaka** Reduced 54,000
36' Sweden, '84, *Joystick*** 99,000
35' One Design 35, '00, *Center of Gravity** 92,000
35' Riptide 35, '95, *Ripple* Pending 95,000
35' J/105, '01, *Scaramouche** 139,900
35' J/105, '01, *Incorrigible** 139,000
35' J/105, '01, *Clever Girl** Pending 135,000
35' J/105, '98, *J-Hawk** New Listing 125,000
35' J/35, '99, *Unusual Attitude*** 69,000
35' J/35, '85, *Fast Feather*** 54,900
35' J/35, '84, *Halcyon** New Listing 50,000
35' J/35, '85, *Blue Streak*** 49,500
35' J/35, '85, *Jammin*** 59,900

35' J/35, '85, *Pazzo*** 55,000
35' One Design, *KTs Choice** 108,000
33' Synergy 1000, '99, Hull #2** 65,000
30' J/92, '92, *Speedy Gonzales** Pending 44,000
30' J/30, '79, *Slingshot*** 23,000
29' J/29, '84, *Jolly J** New Listing 25,000
26' J/80, '00, *Gizmo*** 45,000
24' J/24, '79, *Bubba** 10,000

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LETTERS

⇅ OPENLY LIVING ABOARD

In a recent issue, Mark Graves wrote a letter wondering where he might be able to live aboard again on San Francisco Bay. He doesn't have to look too far, as (Censored) Marina is wide open. The management does not care if you live aboard as long as your slip rent stays current. Right now there are approximately 30 of us living here openly in our tight little community, and some of us have been here for four years without a hassle. At one time there was a gung-ho marina manager who tried to evict all the illegals, but that person is gone and the current management seems to be okay with things the way they are. So look no further, come join the party — but B.Y.O.B.!

K.M.

Illegal — And Loving It
(Censored) Marina

K.M. — It certainly is kind of you to want to tell Mark Graves where he can live aboard, but we had to take it upon ourselves to censor the name of the marina for fear they'd be overrun with liveaboards — and that the 30 of you currently doing so might soon be hassled to no end or even kicked out. We're sorry, but given today's climate, folks who want to live aboard are just going to have to do the research on their own.

⇅ "YOUR HUSBAND IS OK THIS TIME, TOO"

We are the skipper and co-owner of *Jammin'*, the J/35 that was lost during March 15th's Doublehanded Lightship Race. We'd like to thank Shawn Winters and crew aboard the Coast Guard rescue boat that came out into breaking seas near the South Bar to rescue us. When they arrived, *Jammin'* was close to being awash, with only about 12 to 18 inches of freeboard remaining. We were considering what we should do if *Jammin'* sank out from under us. As is always recommended, we decided to stay with the boat as long as possible — although we were concerned that if she inverted or rolled, we could become injured or trapped. Having been dismayed and knocked down four times, we didn't want any more trouble.

We'd also like to extend our thanks and gratitude to the



'Jammin' on the beach.

Coast Guard helicopter pilot and crew who first spotted us for the rescue boat. When we called the Coast Guard on our cell phone, we were unable to give our latitude and

longitude coordinates because the handheld GPS had washed away in the first knockdown and the fixed unit GPS had been knocked out of commission by the seawater.

As skipper, I'd like to acknowledge the sailing community in general and especially the friends and crew of *Jammin'*, who, through phone calls and emails, gave their sympathy and support. I told the story of what happened about 25 times in the first days following the incident, so I was glad when the *Latitude* story came out as I could say, "Just read it in *Latitude* — it's all there." (Thanks, John Riise.)

I must also thank my wife Maureen, who, for the third

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LETTERS

time in our marriage, took a phone call from an emergency room nurse that began like, "This is Marin General Hospital. Your husband is OK."

I now believe you can't be too prepared or have too many backups — our cell call to the Coast Guard was back-up #3 for being able to call for help.

By the way, *Jammin'* was a great boat.

Many sailors sign off with 'Fair Winds' — but now we prefer 'No Breaking Waves'.

Steve Klein & Jaime Quevedo
Jammin', J/35 (R.I.P.)

⚡ I WAS FEARFUL FOR THE OTHER RACERS

I started the Island YC's Doublehanded Lightship Race on March 15 with my Catalina 36 MKII *Perseverance*. While about 500 feet to the north of shipping lane marker #1, we were almost driven aground by a large rogue wave. We had been in 45 to 55 feet of water until that wave, at which point my depthsounder alarm went off indicating six feet or less of water beneath my boat. I then looked back and saw a much larger wave headed our way. Knee-deep in water in the cockpit, with whitewater pouring down the companionway into the main salon, I fired up the lung, dropped out of the race, and motored in. It was the only answer, as the waves were large and breaking on both sides of the shipping channel — and noticeably worse in the Potato Patch.

My personal computer recorded the depth of the water during that day. From 14:38:08 to 14:38:10, with the depthsounder alarm going off, the lowest depth recorded was just 5'4". Thankfully, my boat never touched bottom.

Jeff Berman
Perseverance, Catalina 36
San Francisco

Readers — We contacted Jeff to make sure he believed that his boat really almost went aground in what had been about 40 feet of water seconds before. He said he indeed believed that it was the case, and that his belief is backed up by his computer's record of the depths. He also says he's done research, and what happens when a wave comes along is the water in front actually gets sucked out.

With all due respect, we think there is probably another explanation. Momentary false depthsounder readings are not uncommon, even in the open ocean. This is particularly true where the water is murky or turbulent.

On the other hand, it raised another interesting question: How stable are the shoals that surround the entrance to the Golden Gate outside the shipping channel? How much might the bottom depths fluctuate from year to year, and from decade to decade? Anybody have any ideas?

⚡ ALMOST EATEN ALIVE BY MY YACHT TENDER!

In the April issue Michael Symons wrote in asking about using a Porta-Bote as a dinghy. I have some experience with this craft. In the early '80s I was given a Porta-Bote, complete with a sailing rig, oars, and the bracket for an outboard motor. I purchased a Cruise 'N Carry outboard. Remember them?

The Porta-Bote has its advantages. Depending on how much equipment you are using, they are fairly compact.

However, they can be a real challenge to set up! The problem was that if the boats are not used frequently, they very strongly want to stay in the collapsed configuration. I still vividly remember one incident in particular. My Porta-Bote had been in storage all winter long, and when spring came I tried to set it up in my garage. I was having trouble prying



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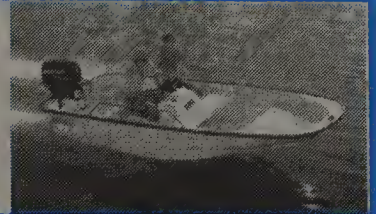
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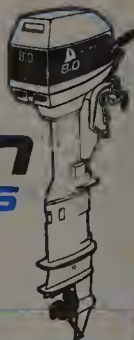
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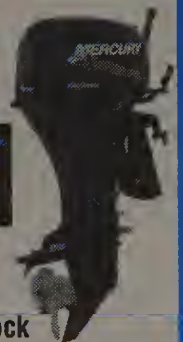
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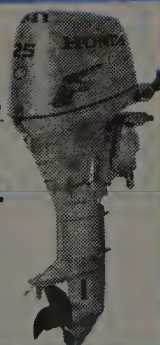
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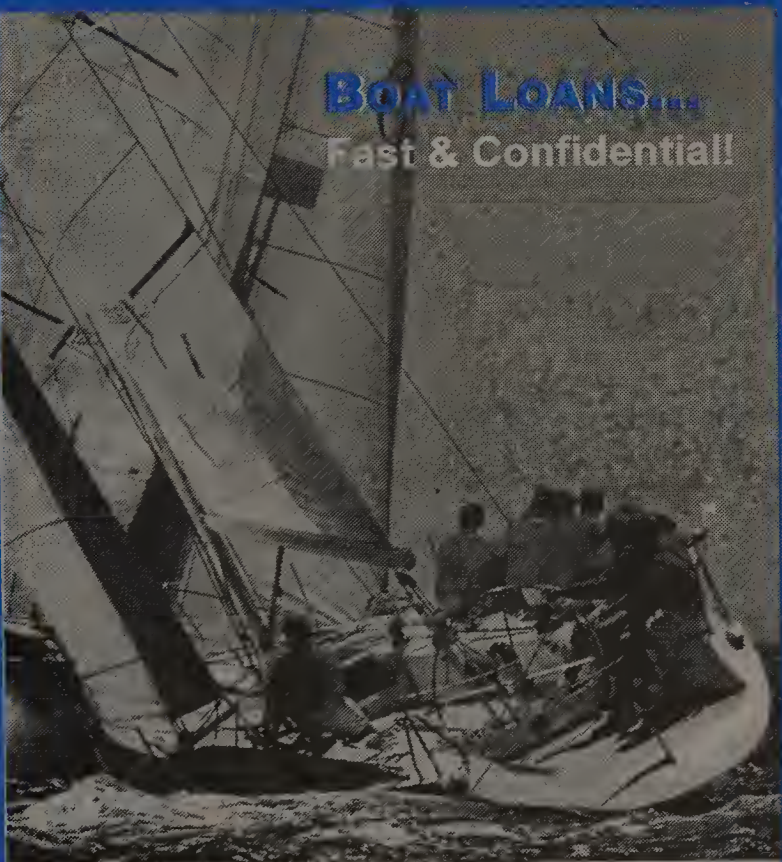


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LETTERS

the sides apart so that I could get the center thwart in place, so I stepped into the boat for better leverage. Unfortunately, I slipped and fell inside the boat — whereupon the sides curled in and the big blue clam swallowed me up! Fortunately, my wife at the time was there, so she ran throughout the neighborhood until she found someone that was home. The two of



COURTESY PORTA-BOTE

Some sailors are consumers of Porta-Botes, some are consumed BY Porta-Botes.

no matter if I intended to use it or not. By the way, my present wife had a similar 'eaten alive' experience with the boat.

Another problem with them is that the performance is marginal. One day I launched my Porta-Bote from my slip in the Brickyard Cove Marina and sailed out into the Richmond Channel. On my way, I crossed tacks with a beginner's class in 8-ft El Toro dinghies. They were fascinated by my strange-looking boat, so they all literally sailed circles around me, asking questions and telling me how cute they thought my boat was. After they finished sailing around me a couple of times, they proceeded on to the mark they were headed for.

The new Porta-Botes have more flotation than mine did, but they can still be a challenge to set up. I don't know if the performance has improved.

Rick Schneider
Spirit, Com-Pac 16
Redding

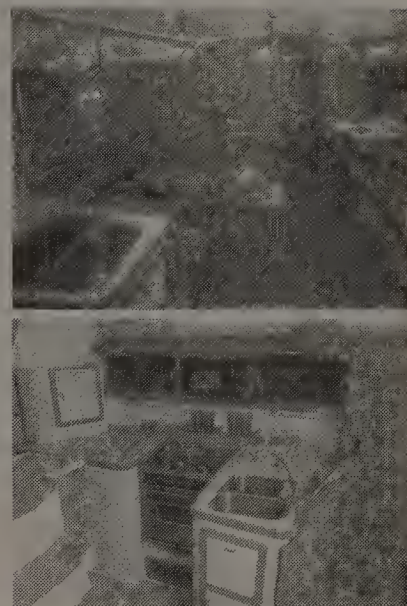
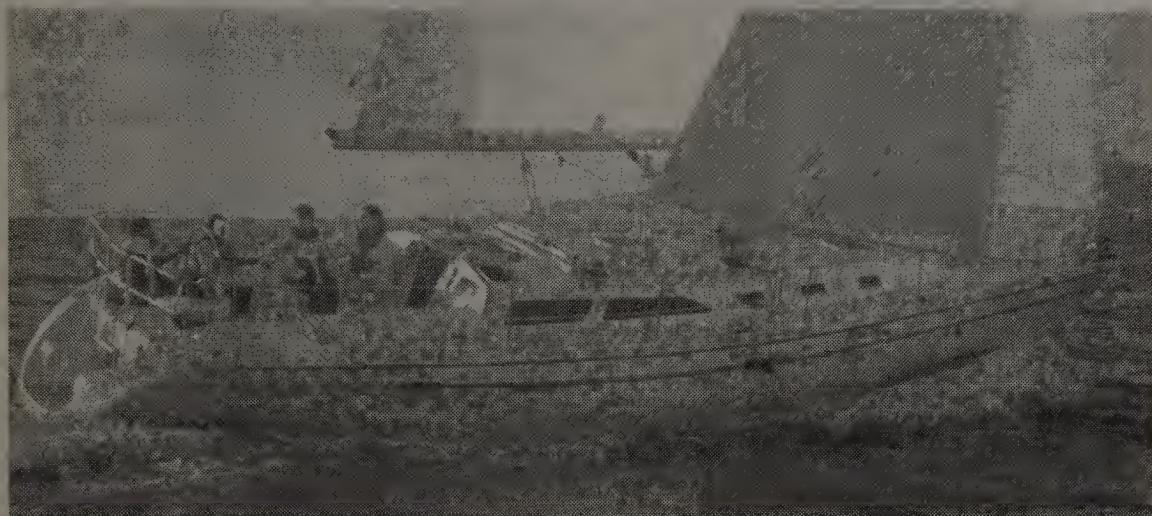
↑↓PORTA-BOTE PROS AND CONS

When we started cruising in June of '98, I thought that a 12-ft Porta-Bote tender would fit ideally on the 14-foot wide solid foredeck of our catamaran. One of the members of the Tomahawk Bay YC here in Portland had an 8-ft Porta-Bote and we had been impressed with it, as it planed nicely and was comfortable for two people.

At the time, I thought bigger was better. It's not. It was tough to put the 12-footer together as it was four feet too wide and too long. Yes, it fit on our foredeck, but there wasn't any room leftover. I'm sure we would have been much happier with the 8-footer.

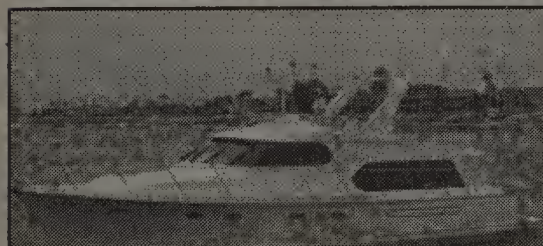
The only downside we discovered — the hard way naturally, as all my lessons seem to be learned — is that the seats are very flimsily attached with only two screws on each side going into aluminum brackets. Anyway, we were anchored off Wrigley's rock quarry — just down from Two Harbors, Catalina — and dinghied up to the dock. After visiting and having lunch, we started back to our boat. Out past the moorings and almost ready to turn south, a large powerboat came by and created a four-foot wake. Our Porta-Bote surfed the first one nicely, and I told Linda the fun was about to begin. But the second wave picked up the stern while the bow was still held up by the first — causing the screws to pull out of the wooden seat she was sitting on and dropping her to the bottom of the boat. Without the seat, the boat folded up in the middle. Our Porta-Bote went sideways, and I think the only thing that kept us from capsizing was Linda grabbing

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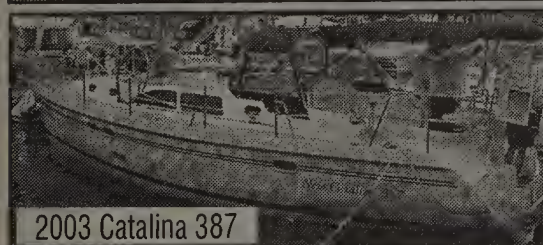
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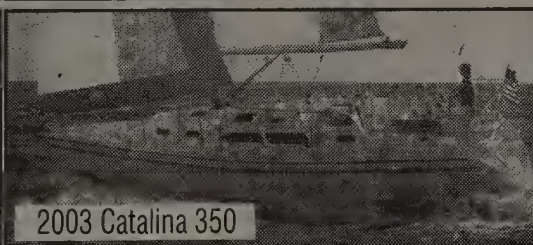
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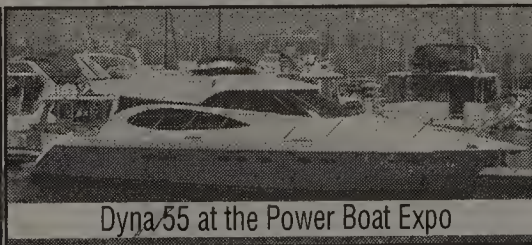
Ocean Alexander 60 at the Power Boat Expo



2003 Catalina 387



2003 Catalina 350



Dyna 55 at the Power Boat Expo

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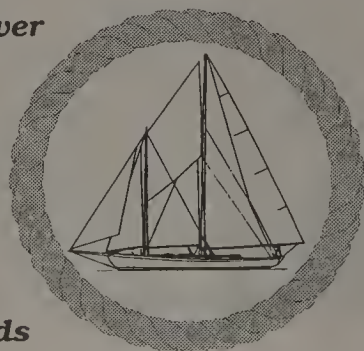
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LETTERS

the two sides and pulling them together while sitting on the
bottom of the boat. I never did trust the Porta-Bote after that
and sold it for half its value in La Paz.

My wife still liked the Porta-Bote after that incident with
the wake, but we're back to an 11-foot Avon. Would I buy
another Porta-Bote? Not a new one, but I would buy a used
8-footer if I could get it at a bargain price.

Ron & Linda Caywood
Catamaran Spindrift
Palatka, FL

PORTA-BOTE TENDERS AND TRUCKING SAILBOATS

Here's my two cents on a couple of issues raised in the
April edition:

I just had my Islander 37 *Scallywag* trucked from Marina
Seca in San Carlos, Sonora, Mexico, to Marina del Rey. It
cost less than \$3,000. Marina Seca took my boat to Tucson,
where it was off-loaded at the Marco Crane Company. It was
then taken by Kerry, a Phoenix-based trucker, to Marina del
Rey. Kerry did such an excellent and economical job, I want
folks to know he can be reached at kerryall@aol.com.

Of the six times I've brought boats back north from Mexico,
this was the fastest and easiest trip.

Secondly, I remember one Super Bowl Sunday in
Zihuatanejo about 10 years ago — I think *Latitude's* ketch



'Scallywag' being readied for the 55-mph 'Baja Bash' home.

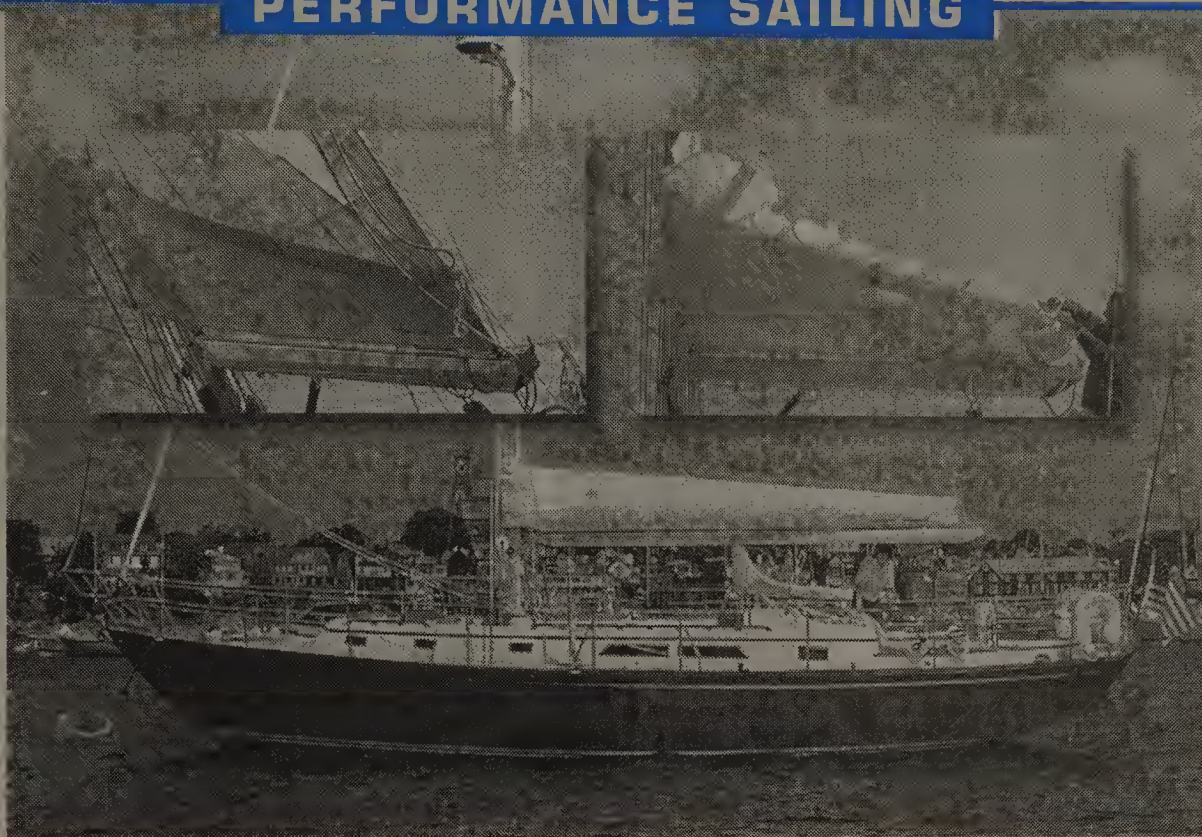
Big O was also there — when there were a bunch of us watch-
ing the game at a restaurant on La Ropa Beach. As the day
wore on to evening, the surf grew ever larger. Before return-
ing to *Scallywag* at anchor, I visited the shoreside restrooms
— where I noticed a novice Canadian cruiser in the shower
with his 4 hp outboard! He was doing his best to flush the
saltwater from his engine.

Earlier in the afternoon, this same fellow had been telling
the rest of us cruisers what a wonderful tender his Porta-
Bote was, the main virtues being its light weight and port-
ability. But now from the shower he was telling me what had
gone wrong with his beach launch. He went right up the face
of an oncoming wave and was almost over the crest. . . when
the Porta-Bote folded up, the motor took a swim, and he was
rolled ashore in the surf. He later showed me the Porta-Bote's
bent aluminum transom brace.

So I would certainly advise folks against using Porta-Botes
as their primary dinghy for cruising.

Tim 'Padre Timo' Tunks
Scallywag, Islander 37
Keeping The Faith In Marina del Rey

Readers — We've gotten a lot of response about the
suitability of Porta-Botes as yacht tenders, and will have more



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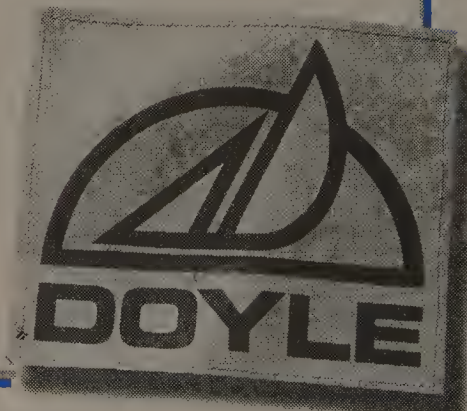
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LETTERS

letters on the subject next month.

↑↓NOT TRUCKIN' NO MORE

Having shipped my Hallberg-Rassy 46 Ayu from Florida to California two years ago, I felt compelled to respond to Susan Pieper-Bailey's letter inquiring about trucking their Beneteau 51 the other way. When you get into trucking larger boats, there are significant challenges that no one shared with me until I was too far down the road to pick an alternative method. Here are the things I learned:

First, whoever you sign a contract with is likely to subcontract to another trucker to make the actual delivery. It's not a big deal, but it's nice to know about this.

Second, if the load — including the truck, trailer, your boat, and all equipment — weighs more than 80,000 pounds, you will be forced to split the load. This means putting any items that could be separated — mast, boom, dinghy, etc. — on a second truck/trailer rig. Naturally, this significantly increases the cost. The truck and the trailer are likely to weigh 30-35,000 pounds. Since my boat weighed about 49,000 pounds, the total was over the limit, and I was forced to pay for a second truck.

Third, make sure you know what your boat weighs before you get cost estimates, as all estimates are based on what you tell them the boat weighs. The price will change if the actual weight of your boat is more. I told the trucking company that my boat weighed 49,000 pounds. They said that had to be wrong, and that it probably weighed about 35,000 pounds. Fortunately, I kept my records and used that to help negotiate the price increase when the boat was on the trailer and they wanted to raise the price significantly.

We had initially looked at Dockwise Yacht Transport, which deliver yachts by semi-submersible ship, and trucking as the two alternatives. We didn't have time for the sailing option. DYT wanted about \$12,500 to ship our boat from Florida to Vancouver. (Because of the Jones Act, they can't stop at any ports on the West Coast of the United States, so our choices were either Mexico or Vancouver.) The trucking option was \$12,000, but did not include decommissioning and recommissioning. We chose the trucking option primarily because they could do the delivery on our schedule. We would have had to wait 10 weeks for the DYT schedule.

As it turned out, the truck showed up about a week late to pick up our boat. Because of the delay, we were not able to be there when they loaded the boat and left. Rather than alerting us to the weight problem, they took the boat across Florida before contacting us to tell us they would have to get a second truck to carry the mast/boom/dinghy — at which point it was too late for us. It also took about twice as long for the boat to get to San Francisco as we'd been told.

I won't mention the yard that did the recommissioning, but it took them almost two months to do about one week's worth of work — and they only started the work after I threatened to take my boat out of their yard. Then they tried to charge me for a long list of items that either weren't done or were things they did that I had not asked them to do. This is an entirely different story, but I will never take my boat to that yard again.

The trucking process did result in some minor damages to the gel coat and dodger, and a thruhull needed replacement. In the end, the entire process cost close to \$25,000, took about three months, and significant effort in negotiating with the trucking companies — both the one I contracted with and the one who did the delivery — and trying to get the boatyard to do the work they had committed to.

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LETTERS

By the time it was all over, the Dockwise Yacht Transport process would have taken the same amount of time but cost half as much — and rather than spending all my time on the phone dealing with problems, I could have spent the time sailing from Vancouver to San Francisco. Given my experience, I would never consider trucking a boat that size again. If I didn't have the time to sail the boat on its own bottom, I'd use DYT to do the job.

Mike Moore
Ayu, Hallberg-Rassy 46
Emeryville

↑↓WE FOUGHT THE TAXMAN — AND WON!

We just ended a two-year plus battle — in victory — over disputed county property taxes for our Union 36 *La Buena Vida*, and feel compelled to share some of what we've learned with all the California boatowners planning an extended cruise out of the state.

Our story is a complicated one because it involves two counties — Los Angeles County, where our boat had been moored, and Orange County, which was our hailing port and was listed on our Coast Guard documentation. When Los Angeles County lost their tax battle with us, they turned us over to Orange County, and we had to start the process all over. But we were wiser the second time around.

Rather than bore your readers with the details, we'll just state for the record that we're not the kind of boatowners who move their boats from location to location around the lien date each year simply to avoid paying taxes. In fact, it's these people who are partially to blame for the mess we ended up in, because county assessors are now highly suspicious of all California boatowners.

We regularly paid our boat property taxes up until the time we left on our cruise in the spring of 2000. We didn't feel we should be obligated to do so once our boat was out of the country indefinitely, as in our book that would be taxation without representation. So before leaving, we sent a notarized affidavit to the County Assessor stating that we were removing our boat from the county, and country. Many of our cruising friends had done this before and had successfully been removed from the tax rolls. Unfortunately, this didn't work in our case — but we didn't find this out until we were out of the country and well into our cruise. Fighting a bureaucracy from Central America isn't anything we would wish on our worst enemy, so we hope the following information will help others be more prepared than us, should the same thing happen to them.

In the state of California, the State Board of Equalization regulates county property tax assessment practices to ensure that these practices are "equal and uniform" among all California counties. The county assessors are obliged to follow the rules and regulations mandated by the State Board. While the State Board may seem like an organization to avoid because they write the tax codes, they were actually our saving grace. There is an abundant amount of information available on their website to help inform and educate the taxpayer with regard to tax rules and taxpayer rights. Most helpful to anyone in a dispute situation like ours, was the Assessor's Handbook, Section 576, Assessment of Vessels, dated February 2002.

This is the handbook county assessors use to help determine and qualify a vessel's assessment. One of the most informative sections of the handbook is the chapter on "situation" — the location where your property is regularly or legally situated — which is a key determinant when evaluating an as-

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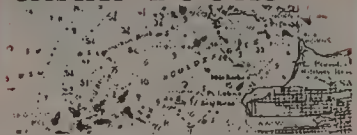
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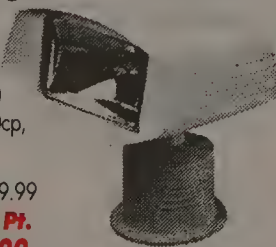


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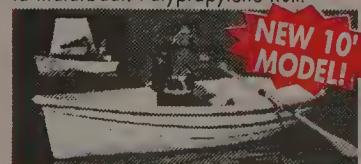
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LETTERS

assessment. A vessel's taxable situs is established on January 1st of each year. You may end up on the county's tax rolls if any of the following apply to you on January 1: your boat is registered with the DMV; you have a slip in a California marina; your boat is in California, even if it is registered to another state; the mailing address on your USCG documentation is in California; or the hailing port on your USCG documentation is in California — although this isn't a valid determination of situs and is addressed below.

By providing a letter from our marina in El Salvador showing mooring fees paid over the January 1 lien date and six months thereafter, we established situs outside of California — and this was finally documentation enough for Los Angeles County to reverse the assessment and remove us from their tax rolls. While marina receipts are the easiest documentation to provide, counties are also supposed to accept check-in/check-out papers from other countries, ship's logs, passport copies, and other various forms of proof that your boat has, indeed, been out of the state. This is also addressed in the above referenced handbook.

Thinking we were finally over this bureaucracy nightmare, a tax bill from Orange County arrived soon after at our mailing address. Apparently, Los Angeles County notified Orange County that they should pursue us because our hailing port was in Orange County. When Orange County deemed the same documentation from our marina in El Salvador as insufficient evidence, we requested help from the Taxpayers' Rights Advocate.

This group, under the State Board of Equalization, helps taxpayers "when they are unable to resolve a matter through normal channels, when they want information regarding procedures relating to a particular set of circumstances, or when there are apparent rights violations in the audit, compliance, or property tax areas." The representative who helped us was successful in getting our case to the head assessor of the marine division, as well as to the Orange County assessor himself. She made phone calls and inquiries on our behalf, saving us the expense of having to do so from Panama. Orange County did not have a case, but they refused to budge on their position. They continued to insist that in order to be released from the assessment, we needed to forfeit our U.S. Coast Guard documentation and import our boat to another country — a ludicrous argument.

At our representative's suggestion, we wrote to the State Board's Legal Division to request clarification on our liability. Any member of the public can write to the Legal Division and request free written advice on property tax issues, with the guarantee that that Legal Division will respond in writing within 30 days. Before our 30-day wait was up, we received a letter from the Division's assistant chief counsel informing us that Orange County had decided to reverse their position and was releasing the assessment — apparently a phone call from him was all it took. The assistant chief counsel also informed us that as long as our boat did not return to California on a permanent basis, we would not be subject to property taxation in California, regardless of the hailing port on our documentation.

It may sound as though this was easily resolved, but we have a file about three inches thick, representative of the bureaucratic paper chase we were caught up in. Our most important advice is to not let the assessor's office intimidate you, and get everything in writing. Almost every time we called the counties, we were harassed and questioned about our income taxes and voting practices, and were threatened with penalty of perjury — of course, these comments were never

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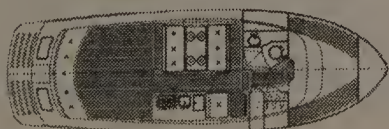
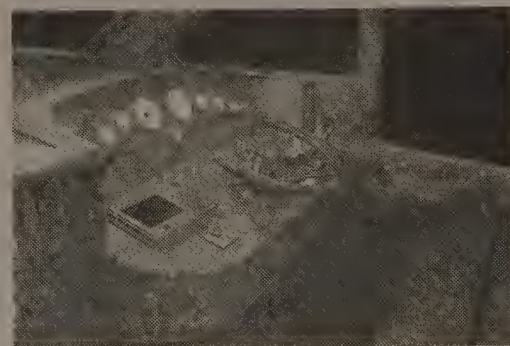


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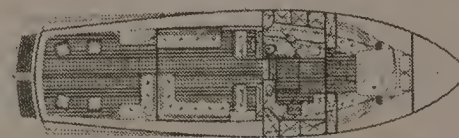
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LETTERS

made in writing. The emotional toll, sleepless nights and tension between the two of us — not to mention the expenses we incurred with international telephone calls and faxes — almost justified paying the taxes, but it was the principle of the matter. Hiring an attorney to handle this for us was beyond our means and cruising budget.

Because the Assessor's Handbook was not available when our fight began, it took us months to find an assessor willing to tell us that we simply needed to provide a letter from our marina. By that time, we already had a lien on our boat. The assessor's office will also advise you to pay your bill and later request a refund, should you fight the assessment and win. We elected to take the risk of accruing interest and additional fees because we were confident in our position, and weren't hopeful the money would ever be returned. We did have a lien imposed by both counties, but Los Angeles County rescinded it and notified our creditors, and Orange County is now in the process of doing the same.

With regard to the hailing port issue mentioned above, many assessors try and say you are liable because of the "home port doctrine." The hailing port stated on your documentation is not enough to qualify the assessment. The hailing port can be anywhere in the United States and does not have to be the location where your vessel is habitually moored. If we were to start this process over knowing what we know now, before leaving on our cruise we would have filled out the Coast Guard's form CG-1258, paid \$84, and changed our hailing port to a state that doesn't collect property taxes.

Helpful websites:

State Board of Equalization: <http://www.boe.ca.gov>.

Assessor's Handbook, Section 576, Assessment of Vessels, February 2002: <http://www.boe.ca.gov/proptaxes/ahcont.htm> then click on, pdf AH 576, Assessment of Vessels, (2-02).

Taxpayer's Rights Advocate, State Board of Equalization: <http://www.boe.ca.gov/tra/tra.htm>.

Legal Division, State Board of Equalization: <http://www.boe.ca.gov/legal/legaldiv.htm>.

U.S. Coast Guard — Basic information and forms: <http://www.uscg.mil/hq/g-m/vdoc/nvdc.htm>.

If your boat has had any connection to California prior to leaving on your cruise, document *everything* once you leave. Good luck!

Natalie and Jim Matlock
 La Buena Vida, Union 36

Huntington Beach / Currently In Isla Parida, Panama

Natalie and Jim — On behalf of our readers, thank you for the extremely clear and informative letter.

NO SUCH ACTIVITIES IN THE GULF OF MEXICO

I used to crew on a friend's boat out of South Beach YC in San Francisco, and considered participating in the 1998 Baja Ha-Ha. Unfortunately, I was in trial at the time and had to pass. Now I live in Dallas and miss this opportunity soooo bad. Do you know if there are any similar types of activities in the Gulf of Mexico, or am I just going to have to move back to California?

Molly Morris
 Dallas

Molly — There's nothing remotely like the Baja Ha-Ha in the Gulf of Mexico — or most of the rest of the world for that matter. One of the neat things about the Ha-Ha is that it makes no difference if you reside in Danville, Denver, Dallas, Detroit,

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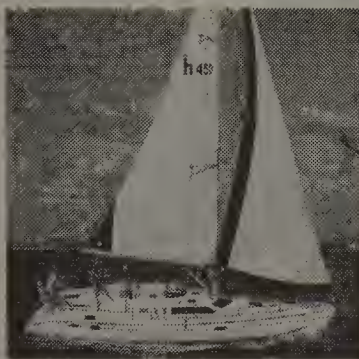
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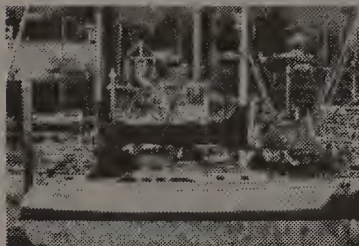
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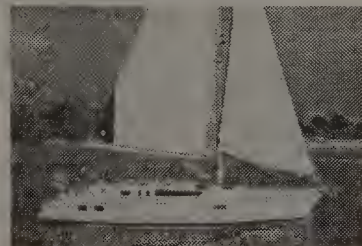
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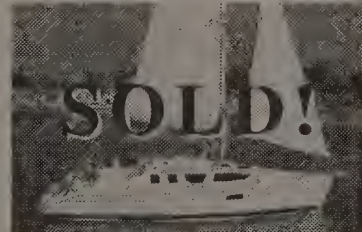
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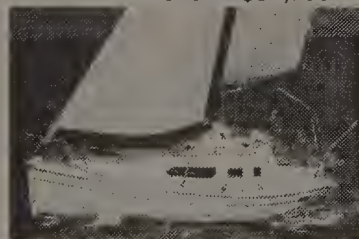
'01 Hunter 320 - \$69,995



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'96 Hunter 280 & trlr. - \$38,500

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LETTERS

Dusseldorf or Dar es Salaam, you just have to show up in San Diego on October 27 for the start and be ready for nearly two weeks of sailing fun.

By the way, in the Sightings section of this issue, Lauren Spindler, Honcho of the Ha-Ha, announces entry information for this year's Ha-Ha, which will be the 10th.

INSURING FERRO BOATS

A reader wrote in asking where he could find insurance for a ferrocement boat. I suggest that he contact offshorerisk.com. Or he can talk to them at (800) 940-0600. Hell, they even talked to me! By the way, thanks for the publication.

Larry G. Bell
Neptune Calling
Richmond

ALL ARE INVITED, BUT A PARTY MOOD IS REQUIRED

I thought Northern and Southern California racers might be interested in hearing about the 36th running of the Marina del Rey to San Diego Race on July 4th and 5th. Each year we attract racers from all over the state and country to participate in what we think is the best overnight sailboat race around. The renewed version of the event, called Survive the Night, is sponsored by Santa Monica Windjammers YC of Marina del Rey in conjunction with Southwestern YC of San Diego. It's an open ocean overnight race — without the hassle of customs and immigration, as in the Ensenada Race.

It's much more than a race, too, as the fun starts on July 3rd at the Santa Monica Windjammers YC, where starting at 1800, there will be an outdoor BBQ, drinks and dancing to kick off the weekend festivities. Everyone is invited, but a party mood will be required.

The race starts on July 4th, with PHRF, ORCA and Cruising classes — and there is even a Doublehanded Division. As in previous years, the Cruising Division will be permitted to motor, although there will be a penalty for motoring. The course usually features light winds and gentle seas and, as such, is great for those skippers and crew who are new to ocean racing. As an added bonus this year, racers will be able to watch the various fireworks displays as they sail down the coast.

After the finish — usually about 24 hours after the start — the partying will begin in San Diego. The beautiful Southwestern YC will have slips and raft-up accommodations for all participants. There will be a buffet dinner, drinks, dancing and plenty of chances to tell lies about the previous night's racing. The trophy and awards presentation will be on Sunday, July 6th at 9:00 a.m.

But there's even more. Starting on Sunday afternoon, and for the rest of the week, a flotilla of boats will head back up the coast, harbor hopping — with planned stops in Mission Bay, Oceanside and Dana Point — all the way to Isthmus Cove on Catalina Island. The partying will continue there with a series of events in conjunction with the Arizona YC until July 13th.

For more information, folks can visit either www.smwyc.org or www.southwesternyc.org.

Orlando Duran
Race Chairman

Orlando — It sounds like a lot of fun. With all the partying and post-race activities involved, folks will probably have just enough time to recover before the start of the 86-mile Santa Barbara to King Harbor Race on August 1. Although the latter

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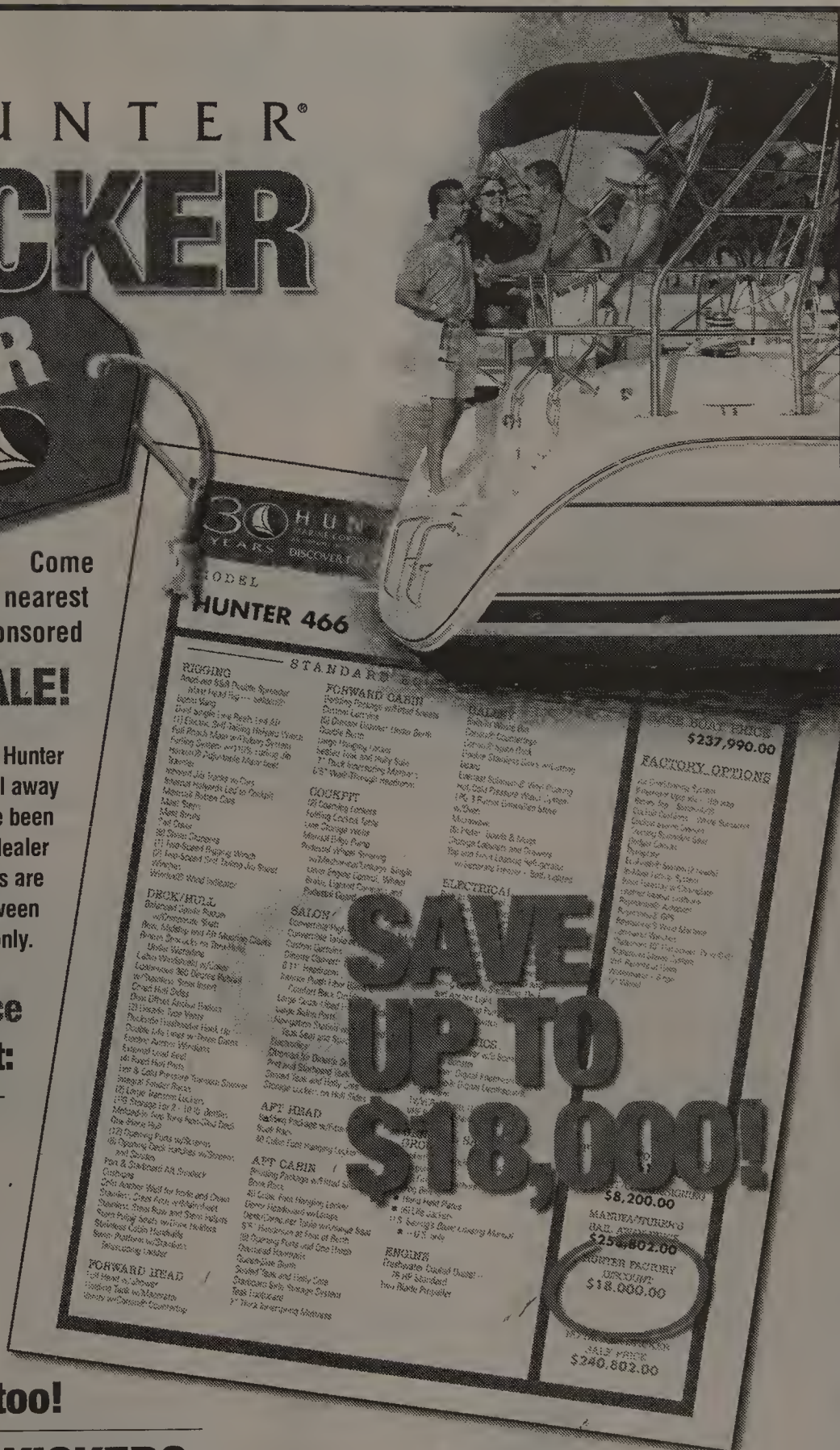
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LETTERS

is currently our favorite race in Southern California, we'd like to give *Survive The Night* a go also.

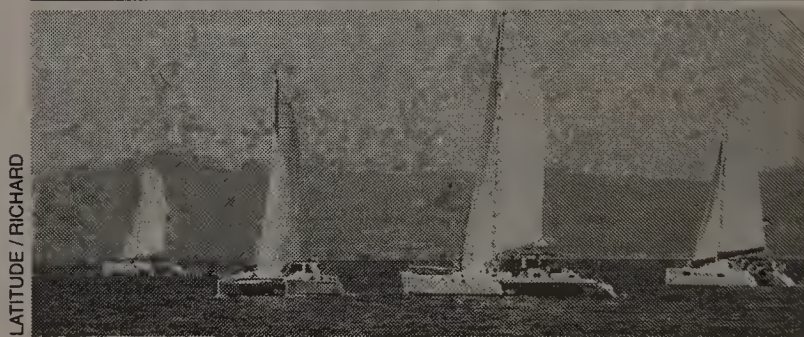
↕CATS TO WEATHER

I take exception to Max Ebb's recent comment "... because they (catamarans) have to use their engines to go upwind in anything less than a full gale and a half..." I'd like to invite Max — or anyone else — out for a sail after Pacific Sail Expo on our New Zealand-built Cienzi 45 cat to show him what we mean.

David Renouf
Yachtfinder Yacht Sales
San Diego

David — Having owned the catamaran *Profligate* for more than five years, we've raced her against a wide variety of other racer/cruiser catamarans, as well as many monohulls. It's been our experience that none of the catamarans can point anywhere near as high as a good racer/cruiser monohull. The difference is most extreme in winds under 10 knots, but it's still obvious in moderate and strong winds. Cats just aren't inherently good at pointing. Where they do excel, however, is at every other point of sail — and often by a wide margin. If someone wants to kick ass sailing upwind, they should by all means get a good monohull. But if someone wants to kick ass close reaching, beam reaching, broadreaching, and running in a good breeze, a cat might be a better choice.

Nonetheless, we think Max has it all wrong, as the last thing in the world you'd want to do with a cat is try to sail her



Here are four catamarans as seen at the recent Banderas Bay Regatta. From left, they were designed by Bob Perry, Kurt Hughes, Gino Morrelli/Rudy Choy, and *Catana*. Three of the four had daggerboards, yet none of them could point anywhere near as high as the better monohulls.

upwind in a gale — and the seas that accompany gale-force winds. The much better alternatives are to either motor 30 degrees to one side or the other of the wind, or head downwind under bare poles until conditions improve. Cats can actually be relatively comfortable downwind in a gale.

↕WE BOUGHT A 32-FOOT SAILBOAT FOR \$150

Thanks for letting us know — through your *Letters* section — that there was going to be a boat lien sale at the Berkeley Marina. We attended to look at the "32-ft Columbia" — which turned out to be a Columbia Sabre. No one bid on her, so we were told to come back 10 days later and make an offer. We returned, made the minimum bid of \$150, and became owners of the boat! Our intention in buying the boat was for the purpose of using the Sabre's unusually skinny hull as the center hull of a trimaran.

Although Berkeley Marina will not let buyers of lien boats have a guest slip, Ann the Harbormaster was nice enough to give us five days to get the boat ready before we had to leave. It turned out that the next week was the swap meet at the

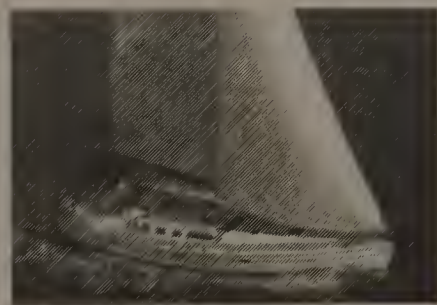
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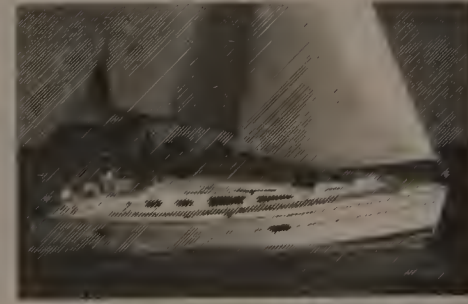
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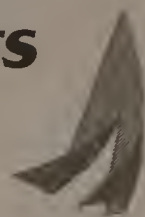
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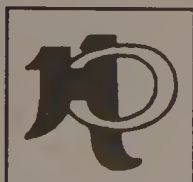
Buehler 50

Tom Camp got a whole new rig for his boat so needed a whole new set of sails. He now has a tri-radial main and a reefable roller furling genoa of three different cloths, Spectra, Pentex and polyester, which gives a lightweight, durable and incredibly strong sail.

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LETTERS

Berkeley YC, where we managed to pick up a motor and other miscellaneous gear — including a dink that needed repair. When we test-sailed our new boat, she was sluggish — after all, there was nine years of growth on her bottom.

We got a quote from a boatyard on getting the bottom



Ama mia — the Columbia Saber makes a great UBC (ultra budget cruiser) just like she is. Please don't add 'training wheels.'

cleaned. After getting the money from a bank, and while on our boat at the fuel dock about to make a haulout appointment, a strange thing happened. Some guy with a mustache stormed over to the boat and started throwing our lines off while yelling, "I'm tired of you freeloaders, there's nothing in this world for free!" He then grabbed me by the throat with both hands and attempted to throw me back into the cockpit. So we decided to find another place to have the hull cleaned.

We're starting to find out that the Sabre design we bought is quite popular. Before we purchased the engine at the swap meet, we were given assistance by the U.S. Coast Guard Auxiliary vessel Scout. One of those aboard, officer Dickson, said he used to have a Sabre and was thinking of getting another one. Next we saw an article in *Latitude* saying the boats are raced as one-designs in the Oakland Estuary. Since then we've talked to a few more people, and everybody seems to have a comment on this 5.5 meter. Now we're trying to figure out how popular they are, as we'd hate to cut something up that's a classic and in good shape.

Richard & Sofia Smiley
Skinny Blue Puppy, Columbia Sabre
California

Richard and Sofia — There's good news and bad news. First, the bad news. Attempting to convert the hull of a Columbia Sabre — or any other monohull — to be the center hull of a trimaran is a very bad idea. Not only was the hull not designed or built for that purpose, it would cost a ton of money to convert it. You'd have to get rid of the lead keel, reshape the bottom, figure out some way to put in a new steering system and rudder, and make major structural modifications to accept crossbeams. And after you'd done all the work and spent all the money, you'd still have a donkey to do a horse's job.

If you really want a trimaran, buy a trimaran. There are plenty of fixer-uppers around at low prices. But please, please, please, take somebody along who really knows about boats — specifically trimarans — to make sure you don't overpay or end up with a bottomless money pit.

The good news is that you may — depending on the condition — have bought a pretty cool little boat for very little money. In fact, we know one guy — Don Eddy, if we remember his name correctly — who bought a Columbia Sabre in San Diego about 10 years ago, and then spent several years cruising her down to Panama and up to Florida. He became a minor hero to some for doing it on such an inexpensive boat. We're not recommending that anybody try a similar voyage with a Sabre, but in experienced hands she could be an acceptable ultra-



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LETTERS

budget cruiser in the Sea of Cortez or along the coast of mainland Mexico.

To better understand the boat you've bought, here's a little history. The 5.5 Meter used to be a highly-refined developmental — and therefore expensive — class in the Olympics. In the early '60s, Columbia Yachts, apparently believing that the class was about to accept fiberglass versions of the boat, came up with a molded fiberglass 5.5 hull, apparently modeled after George O'Day's world champion Minotaur and Sigurd Herburn's original 5.5 Carina. The fiberglass one-design versions would cost about half the price of wooden 5.5s. Alas, the class rejected the fiberglass versions, so Columbia's sales of the 5.5 from 1963 to 1965 were a disappointment.

Seeking to capitalize on already having the mold, Columbia plopped a cabin on the 5.5 and dubbed it the Sabre — and tried to pass it off as something of a cruiser. Here's how they described it: "Sabre, the Columbia 5.5 Meter with cruising accommodations! Here is an Olympic class racer with separate staterooms, four berths, head, galley, ice box, and storage lockers. The Sabre has caught on as an ocean racer as well as a local fleet racer and daysailer. She has a well-balanced responsive helm. The roomy 8-foot self-bailing cockpit keeps you dry and comfortable. She is big and powerful, rates high with approximate C.C.A. of 27.0, but she can sail. In open races they will know you are there as you go by larger, more costly yachts on the windward leg. Reaching and running can be a ball as well. This is a sophisticated yacht at a down-to-earth price."

To say a boat with just 6'3" beam has "cruising accommodations" is a bit of a stretch — most boats that length have 10 feet or more of beam. Nonetheless, Columbia reportedly sold 143 of them.

The Columbia 5.5s and Sabres have enjoyed something of a local renaissance, first up in the Delta, and more recently on the Oakland Estuary. Depending on the condition of the hull, the sails, and the rig, you may be able to sell her for quite a bit more than you paid for her — if you do it quickly. If you can't sell her quickly, all your profits will be eaten up in berth fees. But whatever you do, give up on using the hull as the basis for a trimaran.

By the way, we're a little confused about the choking incident at the fuel dock. Clearly there must be much more to the story than that. In any event, if somebody chokes someone, the proper response is not to take your business elsewhere, but to call in the police.

↑↑MORE ON THE COLUMBIA 5.5 METER

Your February article on the Columbia 5.5 design deserves some comments as to how the class came about. I was a college student in Southern California in the early '60s when I saw an ad for a 5.5 Meter located in Newport Beach. At that time, the 5.5 was the largest and only open design class racing in the Olympics. Being an Olympic aspirant myself in the Finn class, and having never even seen a 5.5, I thought I'd take a look.

It turns out the 5.5 was named *Carina*, and had been built in Norway for the '56 Olympics that were held in Finland. Her owner was Bus Mosbacher of Galveston, who took a bronze medal with the boat. (Mosbacher would later win fame in the America's Cup, winning with the four-year-old *Weatherly* in '62, and the *Intrepid* in '67.)

I never found out why Mosbacher had brought *Carina* to the West Coast, but when I saw her she had not been used for quite a while and was in need of some TLC. I made an offer that I thought they would laugh at — and ended up with



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LETTERS

the boat. She dressed up beautifully, of course, and in the ensuing years I sailed her all over the Southland when I wasn't competing in the Finn. However, the only organized racing I could do with *Carina* was PHRF, and that was not what a one-design racer like myself or a thoroughbred like *Carina* was particularly adept at. But I have some great memories of sailing *Carina*. Unique among them was a slide from the West End of Catalina to Alamitos Bay on a typical summer afternoon. Carrying the oversized spinnaker in a 25-knot westerly with an enormous rolling swell provided a thrill that was truly awe-inspiring.

During the second or third year I owned the boat, Columbia Yachts contacted me regarding their desire to use *Carina* to strike a mold for a one-design class. Their objective was to come up with an alternative to the popular PC class, a boat of similar proportions that had been built in Kettenberg's San Diego yard since the early '30s. Columbia Yachts had originally tried to buy George O'Day's *Minotaur*, the radical gold medalist in the '56 Olympics, but they could never come to terms. *Carina* was a convenient and probably more sensible solution, so they used it. It pleases me to no end to see that now, some 40 years later, the class based on a boat I owned lives on.

Alex (Sasha) von Wetter
Pt. Richmond

Alex — We'd heard that was how the class evolved, but are glad to have gotten firsthand confirmation.

WHAT WAS THIS PERSON THINKING?

I read the April issue letter from Patrice Scofield, who had some difficulties while sailing her Triton 28 *Makai* to Cabo San Lucas. When I got to the part about the \$100,000 refit, I reached for my hip-boots. It's quite a yarn, I believe. In all its clarity, *Latitude's* response echoed everything that was going through my mind. What was this person thinking? With Tritons selling for \$2,000 to \$5,000, I could probably refit about six of them with all new equipment for \$100,000 — especially if I did all the work.

John (With An Illegible Last Name)
Northern California

Readers — It wasn't our intent to dump on or discourage Patrice's cruising aspirations. In fact, we admire her courage for embarking on such an ambitious singlehanded voyage. Nonetheless, for her own safety we think she needs to hone her sailing skills before taking off singlehanded again.

MARINA DEL REY TRAFFIC SEPARATION SCHEME

As I sit now in Marina Vallarta and reflect on the Zihua Fest, while I read the March *Latitude*, I just came across the letter titled *Soul Sailors And Bullhorns*. It seemed a little irresponsible for someone to tack out of a marina channel and expect a 65-footer to try to avoid him. Then to my astonishment, a Harbor Patrolman made the statement that "sailboats always have the right of way."

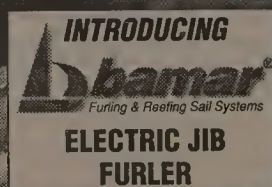
I spent 11 years with the Seattle Port District Harbor Patrol, and frequently reminded skippers of vessels under power to yield to a sailboat under sail — but not in a narrow passage! I then looked up my chart for Marina del Rey channel and found: Note F, Traffic Separation Lanes. Uncharted buoys, labeled 'No Sail', mark the Traffic Separation Lanes in Marina del Rey Entrance Channel."

I think Rule #9 of the 72 ColRegs also covers narrow channels quite clearly. Sometimes it might be prudent for the Har-

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LETTERS

bor Patrol to reread the rules or take a seamanship class.

John Pedersen

Freyja

Seattle / West Coast of Mexico

John — For more than 30 years there has been a rather unique traffic separation scheme in the world's largest man-made harbor to keep boats under power from tangling with boats under sail. There are three lanes. The two outside lanes are reserved for vessels under power, one lane going out, one lane coming in. The third lane, in the center, is reserved for boats under sail. The entrance to Marina del Rey is not narrow. The sergeant on duty that we spoke with estimated that both of the lanes for vessels under power are about 200 feet wide, while the center lane for boats under sail is only 400 feet wide. Although there is occasionally a numbskull skipper of a boat under power who strays into the sailing-only lane, and the occasional skipper under sail who violates the under-power-only lanes, the system apparently works out quite well.

The Harbor Patrol folks at Marina del Rey are not idiots, so we're confident they are fully aware that there are situations in which boats under sail don't have the right of way. But that would rarely be the case in Marina del Rey.

ARMED WITH EIGHT SUITCASES OF PARTS AND TOOLS

We're writing in the spirit of an addendum and bringing the February issue article *Where's Harry?* — *Idle Queen's Longest Passage*, full circle. We spent three weeks in January and February at La Vida Marina, in St. Thomas, U.S. Virgin Islands. Our mission was to evaluate and upgrade our recent purchase, a Swan 41. Our final job was to ready her for transport to her new home in Long Beach, California.

Three thousand miles away from the Left Coast and armed with eight suitcases of parts, tools and sailing gear — including a fine used mainsail from Minney's Marine Surplus in Newport Beach — we braved the tropical temps and humidity to bring the boat's diesel, running rigging, sails, electrical system and instrumentation back from two years of being on the hard. So far from family, and without a phone or car, we



St. Thomas's Kirk and Catherine McGeorge are expecting a new addition to the crew in September.

focused on our tasks, limiting social contacts to the Independent Boat Yard personnel and residents of the marina.

Well, it was our good fortune to find that

among those inhabitants were Catherine and Kirk McGeorge, who provided such incredible hospitality that we were both sad to leave them behind. Catherine ran interference when my son called the marina office trying to update me on his Air Force Reserve pilot assignments. When she found that we were out on shakedown cruises, she was a stand-in mom of the first degree — a skill she will use this September when they welcome a new first mate (baby #1). The McGeorge's offered their car, phone, Internet access — and most importantly, their friendship. We will always value it.

When we found out that it was Kirk who had submitted Harry's article about his misadventures crossing the Pacific,

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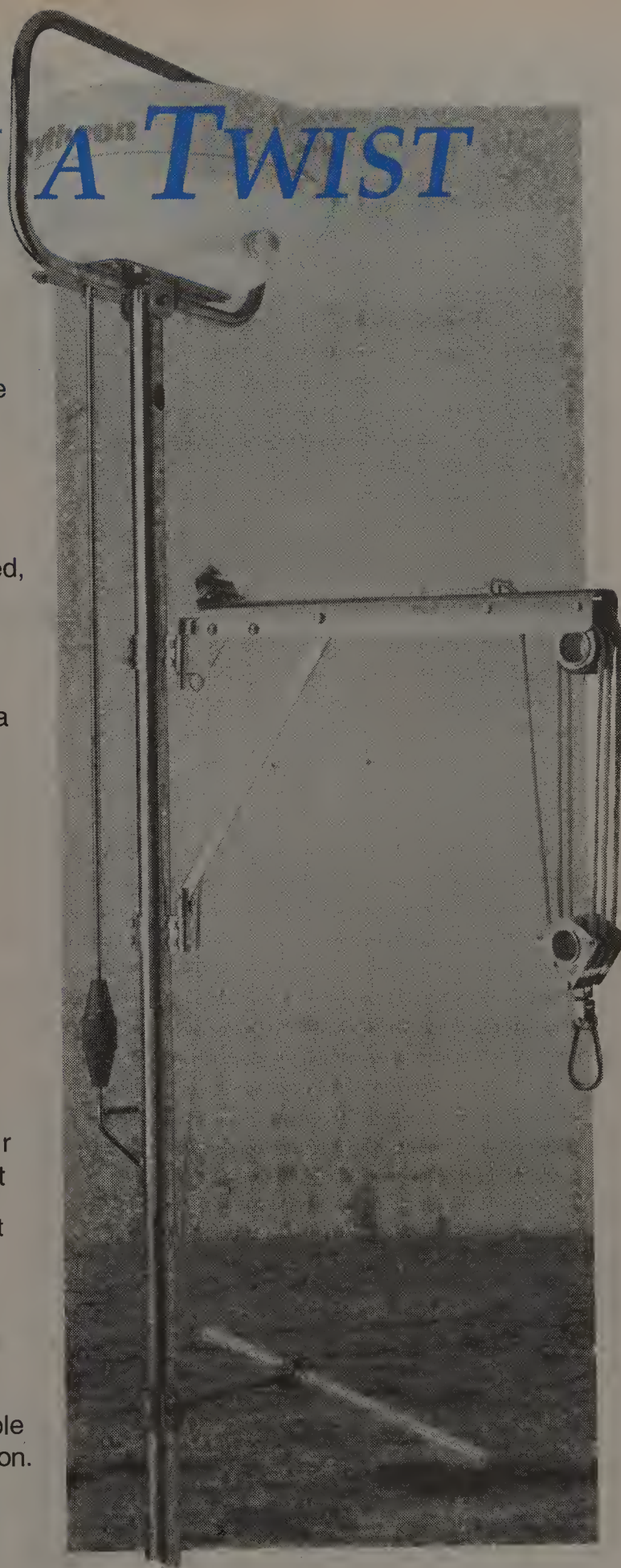
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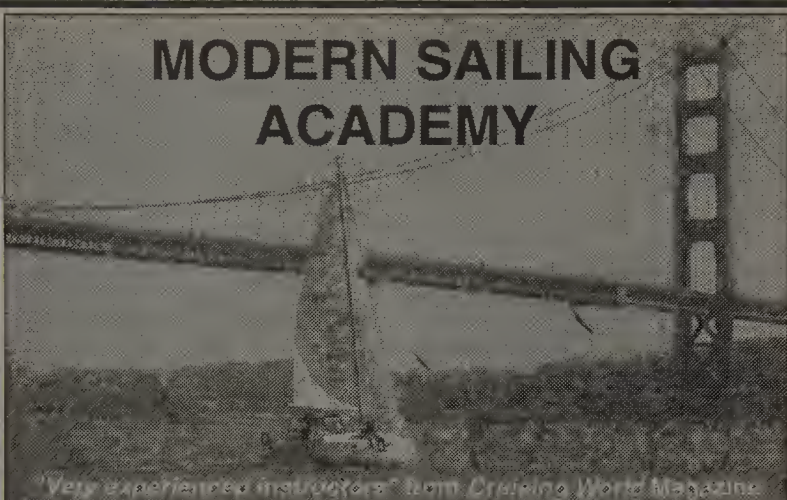
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LETTERS

we were excited to see the article in print. All four of us were pleased that *Latitude* has offered to put new sails from Minney's in Harry's future. To celebrate, Richard presented Kirk with his navy blue Minney's Yacht Surplus cap. It seemed like the perfect punctuation to a sailing saga, and in keeping with the cruising world's goodwill.

Gayl Opatrny & Richard Briles
Second Wind and Moonraker
Long Beach

Gayl and Richard — Congratulations on your new acquisition. Your trip reminds us of the scores of flights we made from San Francisco to Road Town in the *British Virgins* to totally refit our Ocean 71 Big O. One morning we showed up at the crack of dawn at the Pan Am counter at the San Francisco Airport with 25 stuffed baggage parcels in a long line across the terminal floor. "Oh no! No, no, no, no way!" shrieked the Pan Am ticket agent, "we're not running no cargo airline." Finally we had to call out the station manager, who checked the computer and disgustingly admitted that all the extra baggage had been paid for and preapproved by headquarters. For all we know, it's what drove Pan Am out of business — but they did get every single parcel to St. Thomas. Of course, that wasn't the end of our trip, as we still had to wait for the next Bomba Charger or Native Son ferry for the passage to Soper's Hole, then go through Customs and Immigration, then reboard the ferry for the last few miles to Road Town. Thank God they served all the free rum punch you wanted on those ferries, even the ones that started at 6 a.m.

We're glad you bumped into Kirk and Catherine of the Honolulu-based *Islander* 37 Polly Brooks, as we sort of lost track of them after their reports from the Philippines and Southeast Asia a couple of years ago. We're delighted they are becoming parents.

As for our offer to Harry of a used sail from Minney's, he hasn't taken us up on it. We hope somebody will remind him.

LEE AND KITRINA DESERVE CREDIT

I'm writing in response to Capt. Mike Schachter's letter in the April issue. When I wrote the story of our rudder problems and rescue in last year's Ha-Ha, I had put in a note that we'd lost the names of the people that had helped us. Now that I have the names again — thanks Mike — let me say that if it weren't for Lee and Kitrina Higbee, my *Geronimo* would probably still be in Mexico. So the couple deserves as much credit as can be heaped on them for their outstanding seamanship and going way beyond the call. We thanked them profusely at the time, and I'm doing it again now.

Michael Campbell
Geronimo, Lancer 30
Sausalito

EASTER, CLIPPER COVE, AND THE RABBIT

A few years ago, we had the pleasure of acknowledging the existence of the Easter Bunny — at least one on the loose at Treasure Island's Clipper Cove. It was our understanding that this most righteous rabbit retired. But we are pleased to report that in the oft-quoted words of Yogi Berra, "It's déjà vu, all over again." So if John and Sharon happen to read this, be advised that your most gracious tradition continues.

Carl & Leslie Kirsch
Charisma, Tayana 37
Alameda

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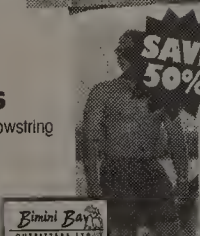
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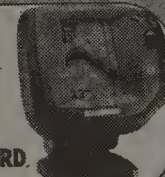
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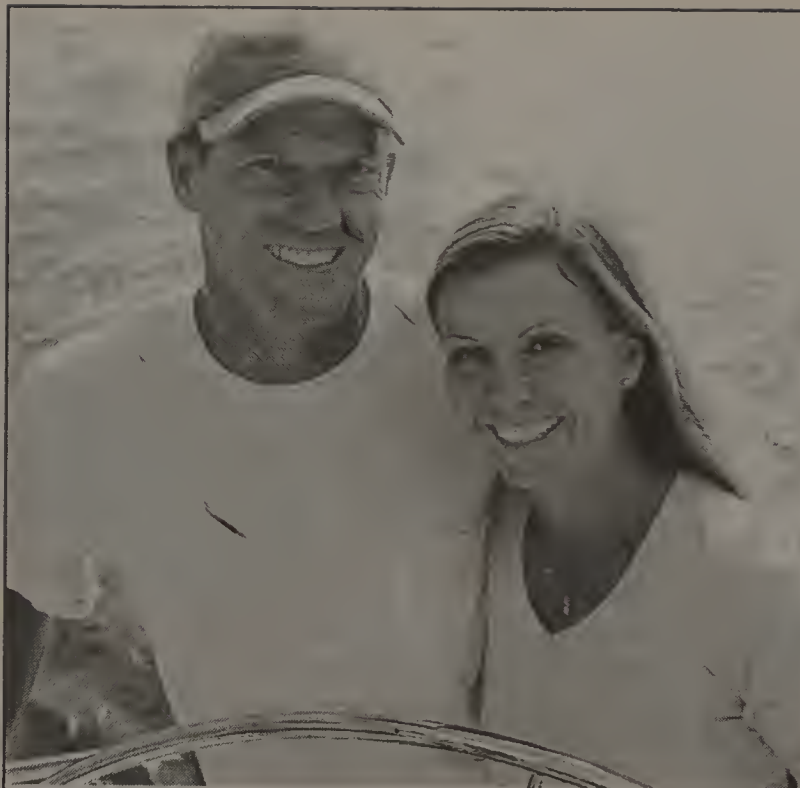


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LETTERS

Chris and Frances on Snow Dragon II, and Don and Bettie on Theodosia — also want to thank the anonymous bunny of Clipper Cove.

↑↓THE BUNNY AND THE KEEP-OUT BOYS

For many years now, the folks on boats at anchor at Treasure Island's Clipper Cove on Easter Sunday morning have found that someone placed an Easter basket on deck. It's a very nice gesture in a cove where sanity still prevails — if you can ignore the 60 or so hideous orange and white keep-out buoys that recently were placed there to prevent people from visiting the miniscule beaches. I'm told the buoys are to help with Homeland Security. Or perhaps the buoys are there to remind potential terrorists not to land there, making them scale the steep cliffs instead. Would someone please remove that garbage!

Louk Wijsen
Noordzee
Alameda

↑↓THE OLD 'ADVANCE FEE' FRAUD

Cruising the Internet for a Rhodes 19, I ran across a link to your February 2003 *Letters* — including one from Eric Schoenberg regarding the scam he was offered. The 'advance fee' fraud scheme is tried and true, and continually harvests new victims. For details, search Google for '419 fraud' or see www.secretservice.gov/alert419.shtml.

Presuming the check never arrived, I wondered if Schoenberg's Rhodes 19 is still available.

Tip Johnson
Bellingham, Washington

↑↓LET THE SELLER BEWARE

I put our Catalina 25 up for sale in March 2003, and got some responses. One of them, however, was pretty strange. I never actually talked to the person, as all the communication was via email. In any event, the person wrote that they would pay full asking price, \$12,000, for the boat — without ever seeing it. But that they wanted to pay for it by wire transfer. I responded by saying that I'd only accept a cashier's check or money order. Then they said they wanted to pay me a check for \$10,000 over our asking price, have us cash it, then send a money order to pay for the shipping. If that wasn't odd enough, the boat was to be shipped to England, where it was to be purchased by the McMillan Construction Co. Our last name is also McMillan.

They claimed they bought all kinds of things this way, but it sounded more than a little fishy to me. Have there been any problems in the past with this happening? We didn't go through with the deal as we insisted that the purchase of the boat be separate from the shipping, and they could handle the shipping themselves.

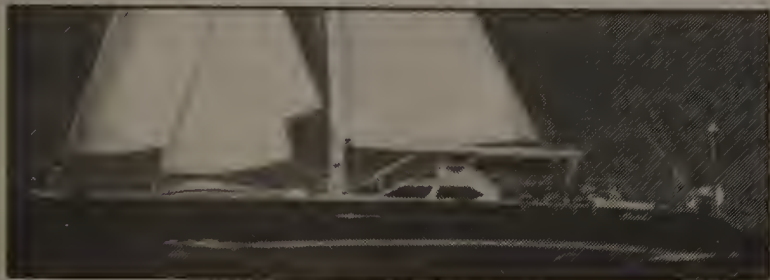
Jim & Teresa McMillan
Northern California

Jim and Teresa — The offer stinks in so many ways — supposedly willing to pay full price without seeing the boat; supposedly willing to pay as much as the boat is worth to ship her to England; asking you to get involved with the shipping; the name of the buyer is supposedly the same as your last name.

Two of the unfortunate wonders of the Internet are spam and the ease with which people can try to pull off frauds from the other side of the world. If an offered deal in any way sounds too good to be true — particularly if the buyer says they'll fr ont

Tayana

OFFSHORE SAILING YACHTS

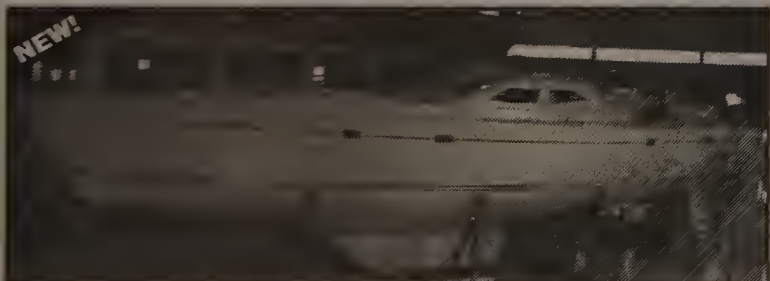


58' TAYANA DECK SALOON Powerful and fast, this large cutter will accommodate up to four staterooms. Contemporary styling and panoramic views from the main saloon. Available in center cockpit. Sailaway **\$475,000**



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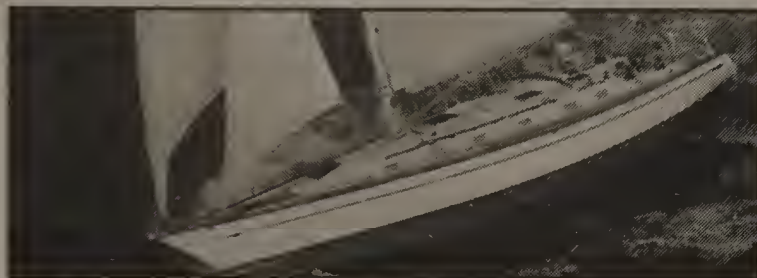
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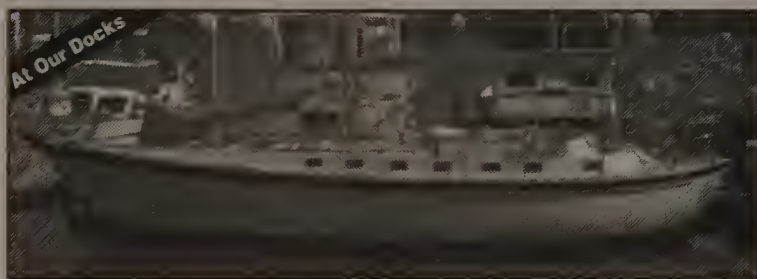
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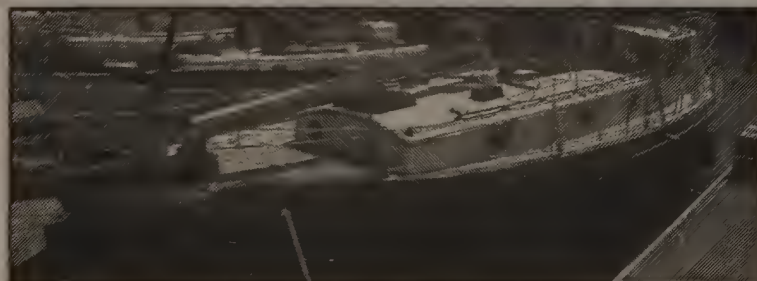
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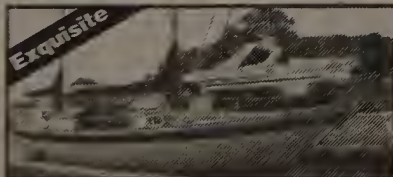


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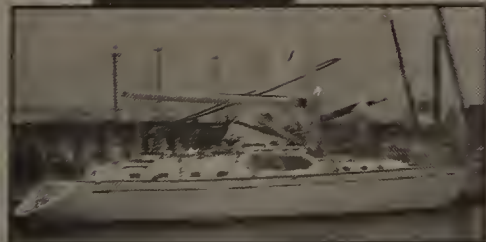
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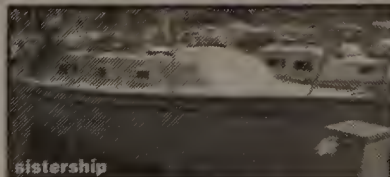
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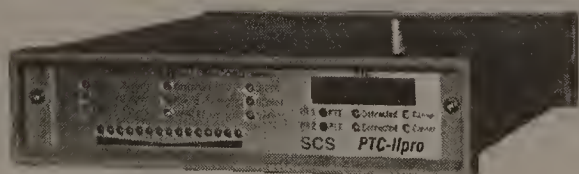
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LETTERS

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↑↓ WAS THAT LATITUDE'S PHOTOBOT?

Late on the afternoon of April 5, there was a white Boston Whaler-type boat out under the Golden Gate Bridge, where it was blowing more than 20 knots and there were ebb-reinforced steep waves. There was a single person taking photos from the boat, including some of our white ketch. Was that Latitude's photobot?

Andrew
Northern California

Andrew — It was not our photobot, which is a Bertram 25 sportfisher. She currently has no name on her transom, but will soon bear the name .38 Special. We're not sure whose photobot you saw, as there are several operating on the Bay.

↑↓ THE RULE IS THAT THE RULES MUST BE ABOARD

Stephen Orosz finally cleared up a lot of questions about navigation lights for sailboats. To answer his question about the requirement that a copy of the COLREGS be kept aboard all vessels over 12 meters in length, the answer lies once again in the actual COLREGS Inland Rules book. Annex V, section 88.05, Copy of Rules states, "After January 1, 1983, the operator of each self-propelled vessel 12 meters or more in length shall carry on board and maintain for ready reference a copy of the Inland Navigation Rules."

Robin Llewellyn
Northern California

Robin — We know you're right because when Profligate got stopped by the Coast Guard for a safety inspection on the Napa River last year, not having a copy of the Inland Navigation Rules was the boat's only deficiency. But it's a little 'Catch 22', isn't it, that you have to buy a rule book and read it to be able to know that you have to have it onboard?

↑↓ TRICOLOR AND STEAMING LIGHTS AT THE SAME TIME

Now that you've run, in the April issue, the definitive and proper definitions of running lights for sailboats, I still have one last question. It's about running lights while under power. Would it be incorrect to have both the steaming light and the masthead tricolor on at the same time? For example, suppose that I'm sailing along from South Beach Marina on a beautiful summer's night, after watching the Giants edge out the Dodgers 2 to 1 at Pac Bell Park. I have my tricolor on doing its best to draw attention to me for the dozens of tugs, dinner cruise boats, tankers, container ships and other Bay co-floaters out there. Then the wind dies behind Angel Island, forcing me to crank up the iron sail — and my steaming light. Is it then only proper that I turn off my masthead tricolor and turn on my deck-level running lights?

In a separate question, if on such an occasion my steaming light is inoperative, should I flip on my foredeck light as a 'replacement'?

Eric Lyons
Pearl, Islander 36
Tiburon

Eric — There is nothing wrong with having a masthead tricolor on at the same time as your steaming light. In fact, many boats don't have deck-level running lights, so they have no choice but to have their masthead tricolor and steaming light on simultaneously.

Your foredeck light, which presumably shines down on the

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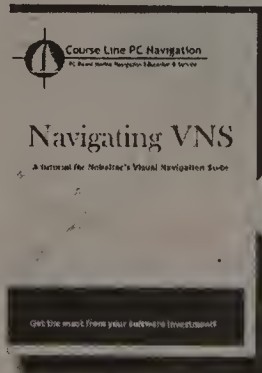
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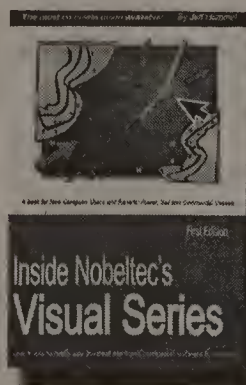
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LETTERS

deck, is not going to be a suitable replacement for a steaming light, which shines forward and to the sides. In fact, the captains on big ships and ferries aren't going to be able to see the light at all, just the broad downward illumination it provides. As long as your masthead tricolor works, other skippers will be able to know which way you're going, and you shouldn't have any trouble making it safely back to your berth. The fact that they won't be able to tell whether you're under power as opposed to being under sail shouldn't be catastrophic.

OFFSHORE BOAT PURCHASES

I wanted to follow up briefly on your response to the *Buying A Boat In Mexico* letter that appeared in the March issue. In the editor's response, you discuss the purchase of a boat in Mexico, and provide some advice on the 'offshore delivery' aspects of the purchase — which may result in the boat not being subject to California Sales Tax. Such a discussion is incomplete without warning the buyer that he may be subject to Mexican value-added taxes that could amount to 15% or more of the purchase price. These taxes appear to be selectively enforced, but the buyer should seek Mexican legal advice before deciding to go through with the purchase.

On the subject of offshore deliveries in general, your readers should be careful not to oversimplify the process. This is not a simple black and white test, where the buyer is automatically granted an exemption if he waits three months before bringing his boat to California. Instead, it is a subjective test of the buyer's intent at the time of the purchase of the boat, and the '90-Day' test simply provides a rebuttable presumption that your intent, at the time of purchase, was to, in fact, use the boat outside of the state for an indefinite period of time. Buyers should seek legal advice before blindly jumping into this.

The simplification of the process has led the public to believe that this is a 'fat-cat yacht owner' tax loophole, and in the current fiscal environment the consequences of that perception will not be pretty. A bill has been introduced in the California Assembly that may forever change the sales and use tax analysis on vessel purchases. AB 694 was introduced in February by Assemblyman Lloyd Levine of Van Nuys, and is scheduled for hearing before the Committee on Revenue and Taxation. Among other things, this bill would change the 'presumption', so that any boat (or airplane or RV) purchased by a California resident would be presumed to have been purchased for use in California. Period. There are a lot of unanswered questions with regard to the implementation and application of this proposal, and it may not even pass constitutional muster, but your readers should be aware of it.

David Weil
Long Beach

David — We were not aware of any California boat buyers who have been hit with value added tax (VAT) in Mexico, but that possibility would certainly be something of which buyers should be aware.

You're absolutely correct that taking 'offshore delivery' of a boat and keeping it in Mexico for 90 days does not automatically exempt one from California sales tax. In fact, if somebody just takes a boat and parks it in an Ensenada marina for three months before coming back to California, they'll almost certainly get hit with the tax. In order to be exempt, the State Board of Equalization will want to see detailed documented evidence that the buyer not only had the boat in Mexico for more than 90 days, but frequently used the boat in Mexico. We've always tried to emphasize that being exempt is not a

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LETTERS

'slam dunk' in such cases, but perhaps we could have done a better job in response to the March letter. There is yet another six-month scenario in which taxes may also possibly be avoided, but it also is not a 'slam dunk.'

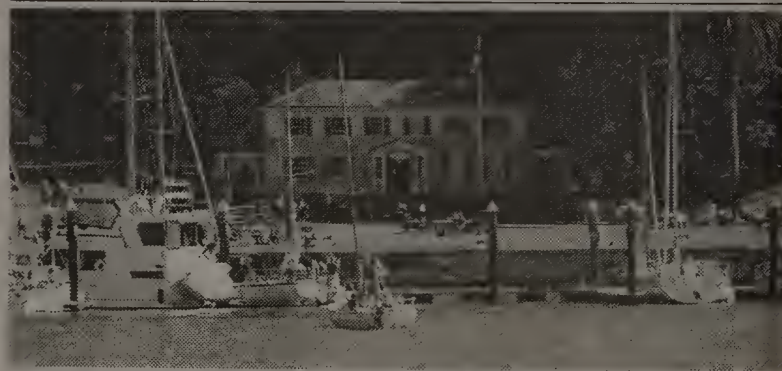
Given the stupendous state deficit, you can bet government agencies are scouring every opportunity to look for extra revenue — which brings us to AB 694. On April 10 the bill was amended in the Assembly Committee on Revenue and Taxation, and according to the legislative analysis, "Tightens the requirements that must be met in order for the purchaser of a vehicle, vessel, or aircraft to avoid paying use tax on the purchase." Among other things, it would presume that any vehicle, boat, or plane purchased by a resident of California, or any vehicle, boat, or plane stored in California more than six of the first 12 months would be presumed to be subject to sales tax."

For an analysis of the bill, take 'Google' to 'California Legislature' to 'AB 694'.

THE ANGEL OF AYALA COVE

Have you tied off to a mooring at Angel Island lately? Most of the renovated moorings have a large chain link on the top of a metal tripod which is mounted on top of a cemented tire, which is chained to a cement block at the bottom of the anchorage.

The mooring link lies flat on the tripod, making it just about impossible to hook onto — at least that was our experience about a month ago. As we were leaving, we noticed a young gal in a rowing dinghy go from mooring to mooring, spending



LATITUDE / ANDY

Ayala Cove is the place to be on a sunny weekend.

five or so minutes with each. When we revisited Angel Island last week, we realized what the girl had been doing. She'd tied a bungee cord to prop up the mooring link, making it much easier for mariners to pick up the mooring with a hook/line threader.

So from our perspective, last month there was a real life 'angel' visiting Angel Island. If she's reading this, I'd like to thank her for making it much easier for all of us to tie off our boats.

Unfortunately, there are several mooring buoys which were inverted and therefore unusable — and have remained that way. So it is my guess that angels can't do everything, but I'm sure this one tried.

John
Northern California

COMMERCIALIZATION OF RECIPROCAL PRIVILEGES

Responding to the letter from the Mehserles regarding berthing fees at yacht clubs offering reciprocal privileges, we at the Marin YC have grappled with this problem as well. Our solution is 'reciprocal charges'. If a boat from a club that doesn't charge berth fees visits our club, we don't charge them.

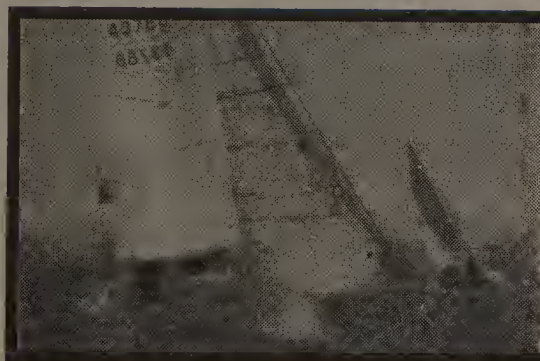


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LETTERS

This is the policy adhered to by most PICYA member clubs. But if we get a boat from a club that would charge our members for berthing, we charge them the same amount.

In any event, we encourage PICYA clubs to visit Marin YC. Some clubs follow a weekend sailing regatta format, taking self-recorded times at the Mark 17 finish line at the San Rafael Channel. Then they proceed to the club to enjoy our hospitality. We're happy to announce that effective this month, we have incorporated the adjacent Marin Beach and Tennis Club, with facilities available to our membership and guests. These facilities consist of three tennis courts, a hot-tub and pool, and a clubhouse with lounge areas. The tennis clubhouse also has shower and dressing areas. We offer PICYA clubs use of these facilities for a weekend cruise-in, for a nominal fee, subject to availability. Court time is subject to availability, with first priority reserved for tournaments and Marin YC member reservations.

Our main clubhouse is available for groups that utilize our bar and dining facilities, with quality meals prepared and served by our excellent staff. We have regularly scheduled meals on Friday and Sunday evenings. With prior arrangement, our dining facilities can be available on Saturday evenings. Contact our Club Manager, Gabrielle Singley, at (415) 453-9366 for reservations and to make arrangements for your club's cruise-in.

Our expanded program with enhanced facility utilization is open to all PICYA member clubs based on reciprocity, with berth fee charges equivalent to what Marin Yacht Club is charged by yacht clubs for our cruises to their facilities.

Ron Witzel, Vice Commodore
Marin YC

Ron — It's seems like a sensible and fair policy to us.

THE MEXICAN RUNAROUND

Yesterday, I attempted to check out of San Carlos on the mainland side of the Sea of Cortez in Mexico. What happened will explain why many cruisers are so unhappy with the clearing procedures south of the border.

Leaving *Zebedee*, my engineless junk, I climbed into *Dougal*, my 6'6" square plywood pram, and rowed one third of a mile to Marina San Carlos. Then I walked several hundred yards to the bus stop, where I caught a coach to the city center of Guaymas. I then got on a bus marked "Calzada," which the people at the port captain's office said would take me to the immigration office. Once on the bus there ensued a heated but friendly discussion with the occupants of where I needed to go. When we pulled up in front of a Banamex building, many of the passengers suggested I get out there. But I insisted that it must be elsewhere, as I had been told to look for Coca Cola signs. Such signs are common in Guaymas, but not around the Banamex building.

Finally we reached a place where there were all kinds of Coca Cola signs, at which point the passengers — and the bus was now quite full — strongly suggested I get off. I did, but then didn't see any sign of the Migracion Office. So I asked a passerby near a Coca Cola sign. He pointed up in the air and said a lot — unfortunately, I don't speak Spanish. A nearby road went uphill. It didn't look promising, but I took off anyway. After a while, I entered a shop and asked again. Everyone in the shop pointed upwards — heaven, perhaps?. Then a man explained that it was upstairs! So I eventually walked through the door, where the officials took my papers — Crew List with just my name on it — and stamped it and another Crew List.

PACIFIC COAST CANVAS



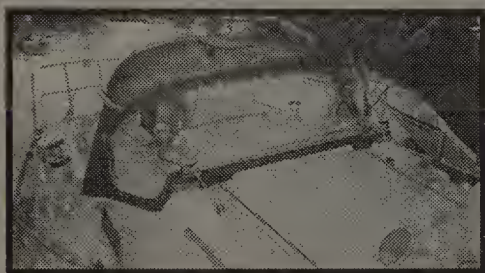
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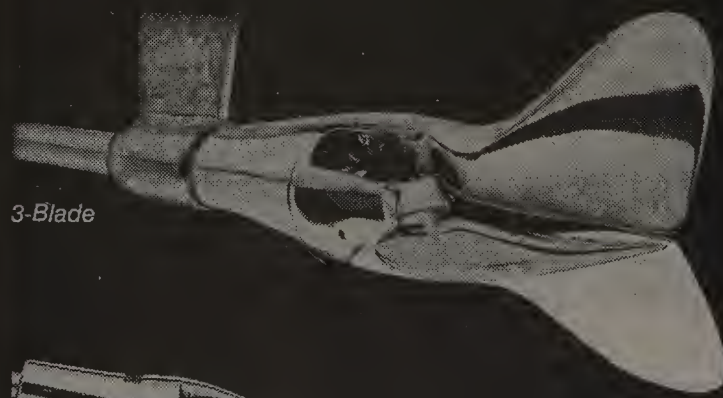
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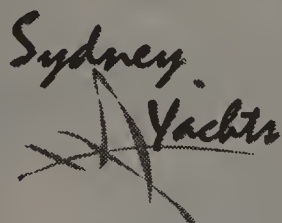
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LETTERS

When I finally made it back to the port captain's office, the official said, "No good, only *entrada*."

I pointed out the second Crew List and said, "*salida*."

The official said it was alright. But 10 minutes later he returned and said, "No stamp here," pointing to a spot on the Crew List. I had the right stamp, it was just two inches from where he wanted it.

So I left the port captain's office, got back on the bus marked "Calzada," and set off for the Migracion Office above the coke signs again. I arrived at five minutes after 1:00 p.m. — to learn they had closed for the day. So I got on a bus, then another bus, then walked several 100 yards, then rowed a third of a mile against a strong headwind back to my boat.

I won't be able to check out tomorrow because it's one of Mexico's many public holidays. Then it's the weekend, so the offices will be closed for two more days. On Monday I will be able to make a second attempt at leaving San Carlos, providing, of course, that I pay the 156-peso — about \$15 U.S. — fee for clearing out as well as another 156-peso fee for clearing in. At least they don't charge a 60-peso-per-day anchoring fee, with a 50-peso-per-day dinghy fee as in Ensenada. And it took me four days to get out of Ensenada!

Maybe they just like me so much they want me to stay.

Alan Martienssen
Zebedee, 34-ft Jay Benford Schooner
Mexico

Alan — The good news is that Mexico may be changing their clearing regulations. Enrique Fernandez of Cabo Isle Marina tells us that Mexico's version of our House of Representatives has passed legislation that will do away with all domestic checking in and checking out. In other words, boats would check into Mexico once when they entered the country, and once when they left, but never when just moving about inside the country. Such legislation would still have to pass their version of the Senate before it became law, and it's not clear if or when that might happen. But we can keep our fingers crossed, as it would be a huge improvement for both Mexico and cruisers.

Everyone will agree that Mexico's current system for clearing in and out of domestic ports is horrific, and in some cases officials don't lift a finger or say a word to make it easier. However, there were certainly things that you could have done to minimize your misery. For example, by just asking other cruisers or at the marina office, you could have gotten a map that would have indicated exactly where the various offices you needed to visit are located. It's true, however, that some don't have signs, nor posted times and days that they are open.

↑↓SOLD OUR HOUSE IN LATITUDE, TOO!

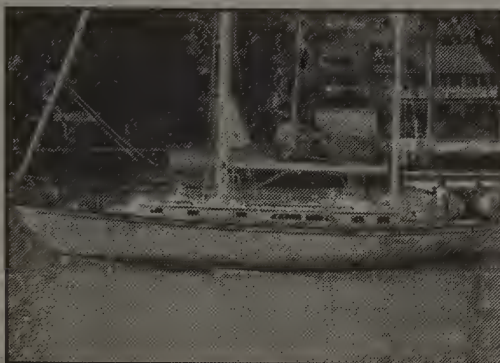
Here we are again! *Latitude* has been such a big part of our 'sailing' and 'saleing' lives. We sold *Viking*, our first boat, through the *Classy Classifieds*. Then we sold our house in Vallejo through the *Classies*. A few years ago we bought our current boat through you-know-where. It's now time to sell her, so we're taking out a *Classy*. Thank you for being there all these years, and for being such a huge part of the 'information highway' to the waterways.

Paulla & Jay O'Bannon
Perpetua
San Diego

Paulla and Jay — Thanks for the kind words, we're pleased that you've had such success.

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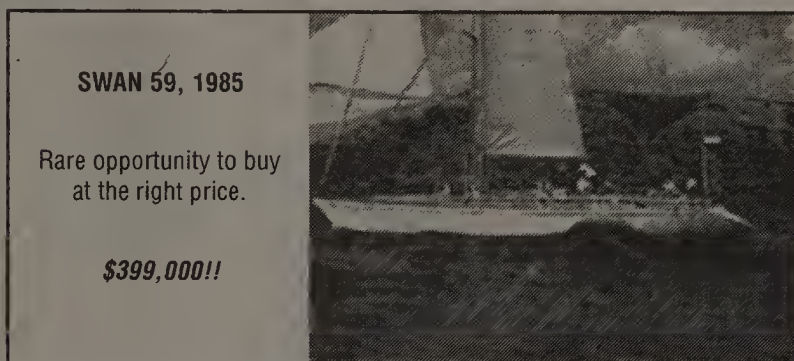
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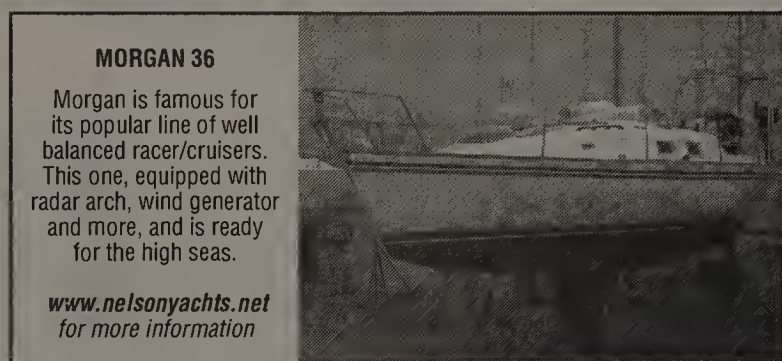
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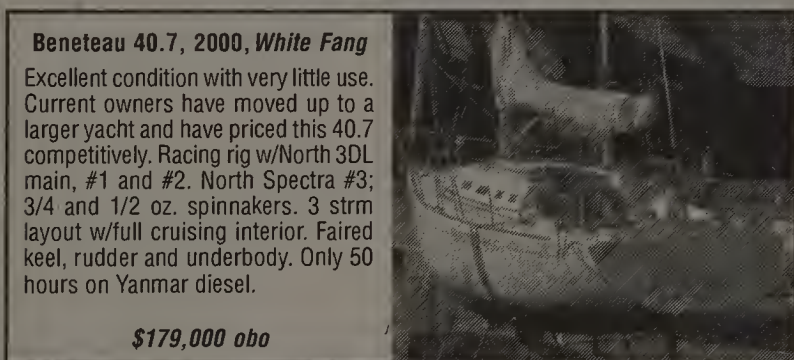
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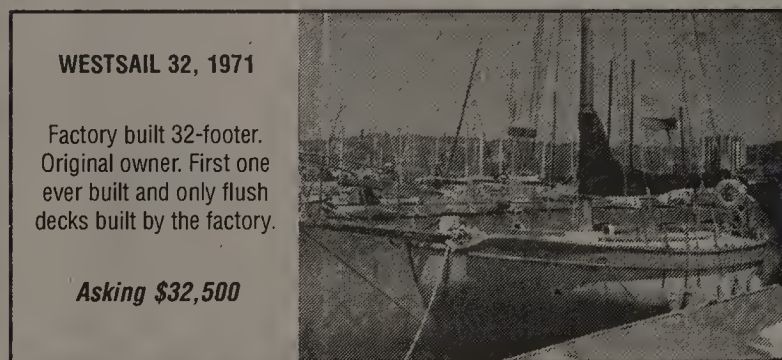
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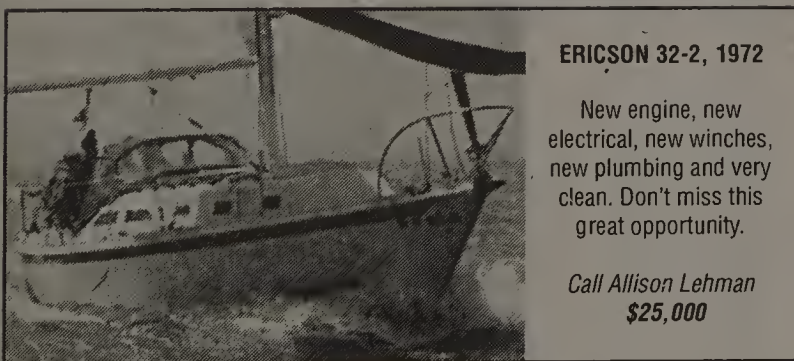
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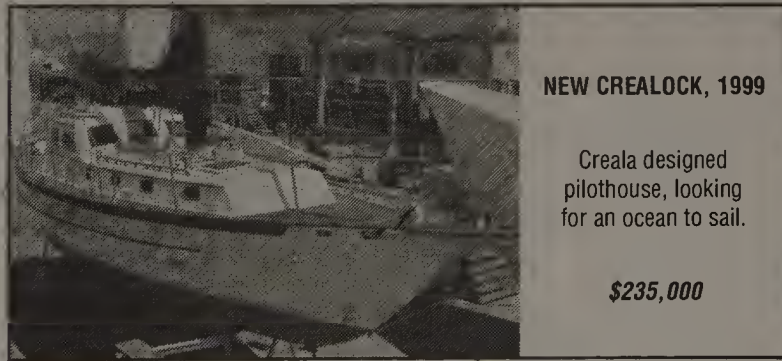
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Beneteau First 40.7	2000	\$179,000
Choate 40	2000	Inquire
Wylie Custom 40	1977	\$39,900
Beneteau Oceanis 390	1988	\$122,000
Carroll Marine 39	1995	Pending
Sydney 38	2000	\$239,000
Wylie Custom 37	1988	\$49,000

Islander 36 Sloop	1971	Reduced
Morgan 36	1984	\$57,000
Sydney 36	2002	\$219,897
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J/Boat	1999	\$129,000
J/105		Pending
Islander 34 Sloop	1976	\$25,000

Columbia Sabre 32	1966	\$8,000
Ericson 32	1986	Pending
Sydney 32	2003	Inquire
Santana 30/30	1983	\$24,000
Columbia 8.7 Sloop	1977	Sold
E32-2	1975	\$25,000
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LETTERS

UNREASONABLE SEARCHES OF BOATS IN OREGON

On March 27, the Oregon Supreme Court ruled that there is no "boat exception" in the Constitution that permits the police to conduct suspicionless, warrantless searches of boats. The decision, which applies only to actions by state and local law enforcement officers within Oregon, means police must have reason to suspect a violation has occurred before a boater may be required to stop and submit to an inspection. This affirms that Oregon boaters have protections against unreasonable searches similar to the protections motorists have long enjoyed.

The case is *State v. LeCarros*. The text of the decision can be found at: <http://www.publications.ojd.state.or.us/A113837.htm>.

Hugh Sage
Portland

Hugh — That's really something — thanks for passing the news along.

ON THE HOT SEAT FOR TELLING THE TRUTH

Our family aboard the Alameda-based Crowther 33 catamaran *Chewbacca* are enjoying the islands of Northern Panama so much that we will probably stay here until Christmas. That said, I want to thank you — I think — for publishing my *Changes* about provisioning south of Mexico. We heard lots of positive comments from cruisers who have read it — although some people at Bahia del Sol, El Salvador, seem to have taken it personally. One woman in particular is disappointed that I didn't write only good things about the provisioning options there.

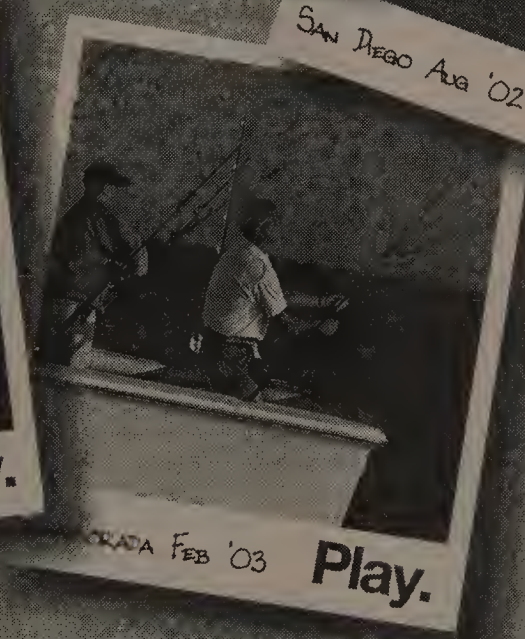
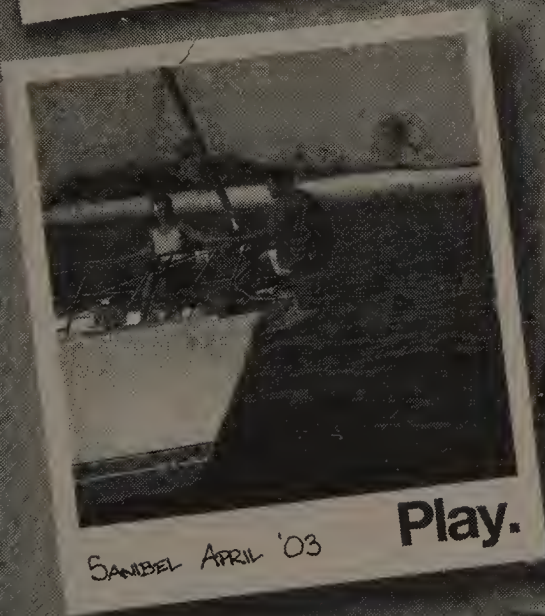
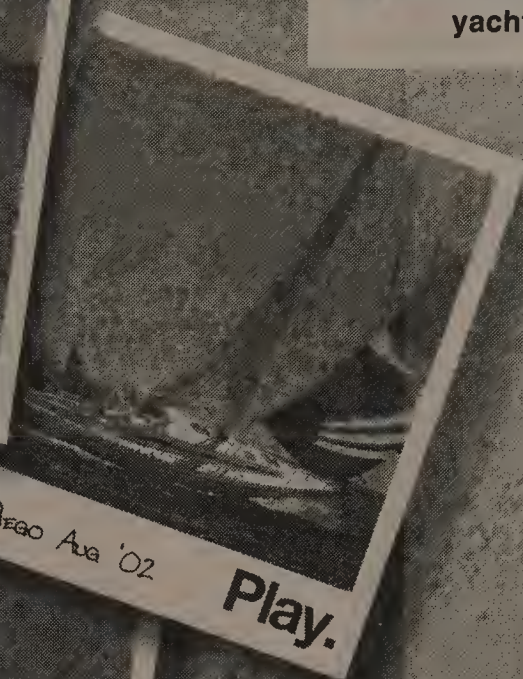
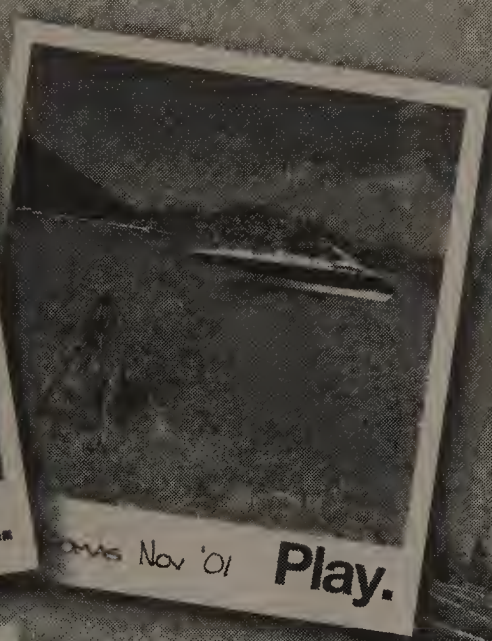
I'm not writing to put *Latitude* in a crossfire, but I thought I'd give you a heads-up about the situation down here before you get besieged with letters from special interests saying how perfect Bahia del Sol is. These special interests have a vested interest in the place, and seem to be afraid that my comments may affect how many future cruisers stop there. But when I wrote the *Changes* about provisioning south of Mexico, I was trying to help fellow cruisers by giving them accurate information, not pump up business at a specific place. But yikes, sometimes telling the truth puts you on the hot seat!

To bring everyone up to speed, here's a condensed version of a letter we received from a woman in Bahia del Sol:

The email you sent to the two boats yesterday has reached others of us as well. One person sent it on to me because of my statement that the bar was 'open' here at Bahia. The bar is very much open. My husband and I have sometimes been escorts for those entering and exiting Bahia, and I can't tell you how careful and exacting we've been. If we'd been the escorts, we'd have not let you leave with *Chewbacca* when you did. Bar entrances are commonly closed all around the world, and weather windows are just that. Sometimes the sea is stormy, sometimes the sea is calm, but if we only travelled on calm seas, we'd never get very far from home.

Bahia and Barillas are both nice places and both have much to offer — although they are very different. Although we like both, we prefer Bahia. Barillas definitely has great hot dogs, although that's the only place we've ever had them in El Salvador. You certainly slammed both places in your last *Changes* that you had published in *Latitude*. This angered many cruisers who are here now and/or who were here last year. You fooled many of us, who thought you liked El Salvador. We passed through many places on our trip down from British Columbia — some good, some great, some bad — but all very

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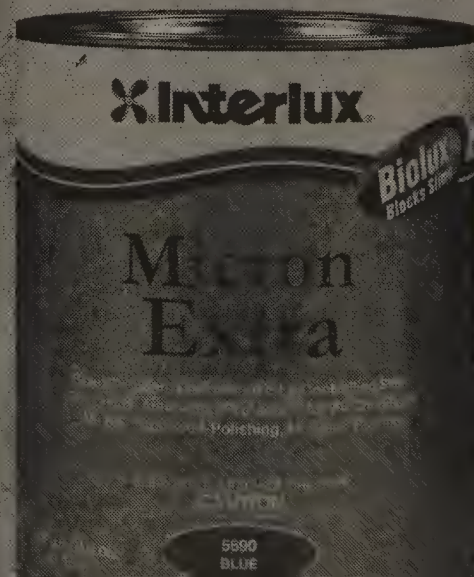
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LETTERS

interesting. But we've not felt it necessary to tear down the not so good, as others may find them perfect for their taste.

Lastly, you should be careful about what you write in your emails. Your letter to that other boat about the idea of putting cockroaches on another vessel also reached more people than you probably expected. Shame on you! We'll have to be careful about ever anchoring near you. I'm so very sorry to have to say these harsh words, but I believe the way to handle things should be between the people involved.

Here's my response to her letter:

Since you felt compelled to read emails sent to others, I feel that we should share our response with others. First, I'm sorry if you took that cockroach story seriously. If you would have read all the emails I sent to that boat, you would have realized the joke was part of my twisted sense of humor. I told the same story to a cockpit full of cruisers last night, and they thought it was funny. Nobody thought I really had a bag of cockroaches with me. So lighten' up. You came across an inside joke between two cruisers. And, yes, shame on me for writing a joke in a private email. But what can you say about a person who takes email not sent to them and then distributes it — after making false assumptions about what it meant?

Secondly, I realize that you and other friends have a vested interest in Bahia del Sol, and have taken on the responsibility for leading boats across the bar that separates the ocean and the river. But I'm puzzled why you don't want to be forthcoming about the safety issues of crossing the bar. You have repeatedly stated on the SSB net that "no one has sustained damage coming across the bar." That's a bit of a stretch since three boats bumped bottom while we were there. Another almost broached when the bar was supposedly "open." Of the five boats that left with us, three sustained damage while crossing the bar. Who benefits when such potential dangers are denied?

I would trust you or your husband leading us across the bar, but that isn't really why you wrote me. What's made you angry is that I didn't paint a completely rosy picture of all the places we've visited, but rather tried to portray things accurately. Unbelievably, you're the second person from Bahia del Sol who has asked me to suppress — or at least not speak unkindly — of our experiences there. Even the net controllers tell other cruisers "not to believe the bad things that have been written about Bahia del Sol."

Further, I don't understand why you feel "personally involved" in my article about provisioning — unless you feel you are representing Bahia del Sol in some capacity, and want to contest everything I said. My position is that it wouldn't be fair to other cruisers if I gave a false impression of the experiences our family had while cruising on a limited budget. How can you feel betrayed or fooled if all I did was write accurately about our provisioning experiences in Central America.

It's wrong for you to say we didn't like El Salvador. We have great respect for the people of that country, and as for the provisioning, it is what it is. It's true that provisioning around Bahia del Sol made our stay in El Salvador a bit more challenging — but also more colorful and interesting. And isn't that why we went cruising? Others have told me they enjoyed my report about provisioning because it was unbiased. In fact, try to find anything about it that wasn't true. And it was based on our having spent a month in Guatemala, a month at Bahia del Sol, six months at Barillas, and having visited Honduras.

Since you own land and a home near Bahia del Sol, and presumably have better access to transportation, your provisioning experiences are probably different than that of most

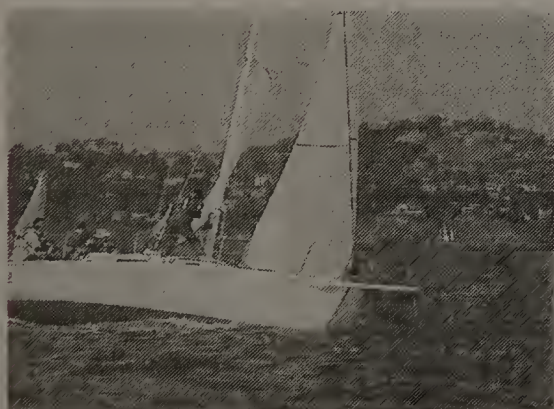
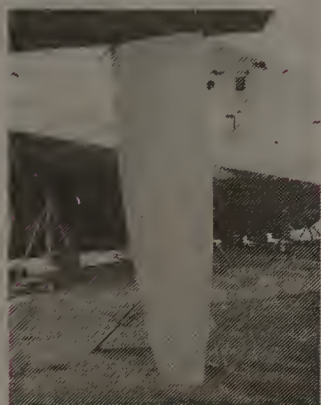


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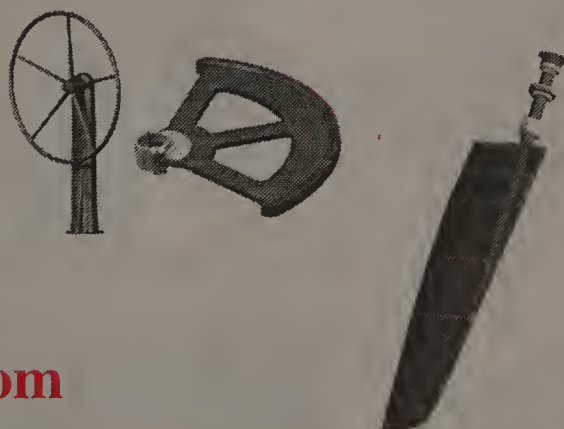
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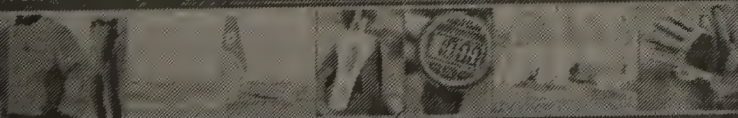
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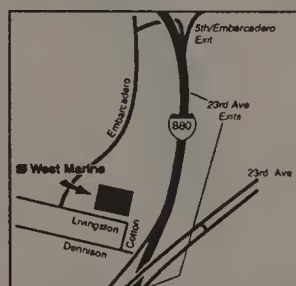
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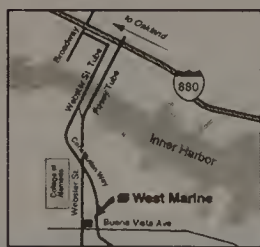
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LETTERS

cruisers. What I did was write accurately about what it was like for our cruising family of four to provision. Riding a bus three hours and having to carry everything back in a knapsack wasn't as fun as provisioning was in other places. Yes, our family did eat a lot of hot dogs, strawberry yogurt, jam, and other stuff in El Salvador. I did write that the variety and quality of food in El Salvador and Guatemala and Honduras, isn't as good as it is in Mexico or Costa Rica — because it's true. But I also reported that eating out with the locals in El Salvador was not only inexpensive, but fun. I further wrote that although Häagen-Dazs ice cream and Skippy Super Chunky peanut butter were available, they were more expensive than our budget-conscious family could afford. I'm sorry if you consider this to be a slam against El Salvador. Our family took it all in stride, and continue to have a great time throughout all of Central America.

Our advice to other cruisers is that they'll love Central America — and it gets better the further south that you go.

Bruce Winship & family
Chewbacca, Crother 33 Cat
Alameda

Readers — That some people may have vested interests in pushing Bahia del Sol and environs would seem to explain several things. For example, a few months ago we received a very favorable — but rather wordy and overly detailed — report on Bahia del Sol. We shortened it up and made changes for clarity, but clearly left the same favorable tone before including it in Cruise Notes. A short time later we got a surprisingly angry letter, apparently from the same woman who wrote the letter to Chewbacca, demanding that we reprint her original version. We've been publishing Latitude for over 25 years, and we can't remember the last time somebody made such a big stink over such a minor matter.

Further, we've gone back and read Chewbacca's Changes on reprovisioning south of Mexico. It seemed very balanced and fair to us, and certainly didn't hold Bahia del Sol up for ridicule. Yet in this month's Changes there is another report, again from a long-time cruiser at Bahia del Sol, disagreeing with Chewbacca. The author contends that the local provisioning is fine — although he admits it's an hour bus ride to and from the store. Sorry, but we don't think most cruisers would consider that to be a great place to provision.

Our advice to you folks at Bahia del Sol, whatever connection you might have to the place itself or future development of the area, is to stop being so defensive. We've edited every report about Bahia del Sol that's ever appeared in Latitude, and there hasn't been one that would cause us to even dream of passing it by. Sure, there's a bar that can be a problem if there's unusually bad weather, and the provisioning might not be as convenient or good as in Mexico. So what? It's also the first stop in El Salvador, the anchorage is perfectly calm and secure, the people and the officials are very friendly, there are great deals on meals and accommodations, and the President of the country comes by from time to time. Why the heck wouldn't any cruiser stop there?

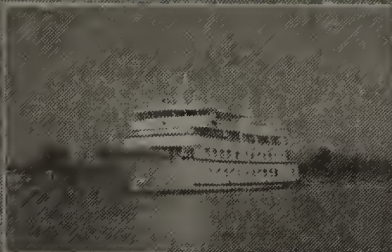
RENDERING ASSISTANCE WHILE AT SEA

Mine is a letter to second Latitude's on the responsibility of rendering assistance while underway. On two occasions while delivering Latitude's catamaran Profligate from Puerto Vallarta to San Diego, the crew rendered assistance to vessels in need. In both cases it cost us but a few miles of progress, but returned much goodwill — not to mention a few laughs.

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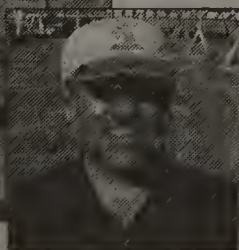
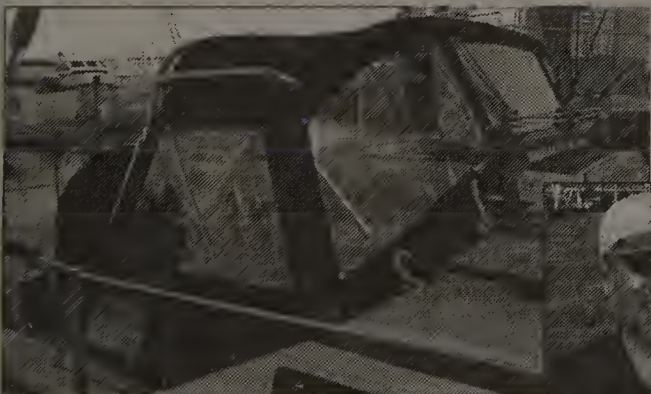
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LETTERS

The first instance was the result of rough weather taking a modest toll on the sportfishing boat *Grand Slam*, a Pacemaker 48, on the way back to Alameda after a season in Mexico. The wind and sea states increased after *Profligate* and *Grand Slam* cleared the northern tip of Cedros, and the associated pounding removed two bow lights and a port light from *Grand Slam's*



'Grand Slam' got slammed on the Baja Bash.

topsides. Although the capable crew — who we'd first met at a taco stand in Cabo — had closed off the openings in the hull, they were in need of some waterproof putty to stop the last few streams of water that were entering the boat with each bash through a wave.

We had the perfect product aboard *Profligate* to solve their problem, and as we were only about five miles astern, all they had to do was slow down to allow us to close the gap. Since the seas were too rough to make a boat-to-boat transfer, we assembled a package that consisted of two one-gallon water jugs and a \$3 PFD. One water jug contained the goodies that needed to be kept dry; the second was half-filled with water to act as a sea anchor; and the international orange PFD was so the package could easily be seen once in the water.

Once the boats closed to within two boatlengths, we simply dropped the jugs and jacket into the drink. *Grand Slam* fished them out with a boat hook Mexican-style. *No problema.*

Of course, a care package containing nothing more than waterproof epoxy wouldn't do, so we packed in some extra goodies for the 'Slammers'. We cut two ads from a glossy sailing magazine that were apropos of the moment, and included



'Profligate's "priceless" rescue kit included epoxy, encouragement and a banana.

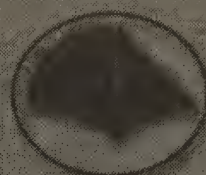
a handwritten note that read: "Plywood, \$8. Fasteners, \$5. Five-minute epoxy, \$15. Knowing where to find this stuff 100 miles offshore — priceless! Good luck from *Profligate* and crew, 29°41'N,

115°52'W. P.S. We close for lunch at 1200 sharp!" We also sent along a ripe banana, the time-honored indicator of bad luck, to our safe-but-wet friends, now referred to as the 'Wet Slammers'.

Our second case of rendering assistance was limited to some radio chatter. As we approached San Diego near the end of the Bash, we heard repeated calls on Channel 16 from a sailboat near Ensenada trying to reach Vessel Assist. The calls — there must have been one a minute over a course of

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LETTERS

half an hour — were not returned by Vessel Assist. Hoping to restore a little peace and quiet to 16, I picked up the mic and intervened. What ensued was a VHF comedy of sorts involving the sailboat, Vessel Assist, *Profligate* and the Coast Guard. It turned out that the sailboat had fuel problems, didn't think they'd be able to sail back to San Diego — and wanted immediate assistance. After about 30 minutes, it was determined they couldn't reach either Vessel Assist or the Coast Guard by VHF, but only *Profligate*. It was also determined that they had a cell phone compatible with Ensenada's system and could simply call Vessel Assist on their phone. There wasn't much work involved on our part in this assistance, but it did restore a little peace and quiet.

Would we render such assistance again? In a minute, for it's a great way to create goodwill, score big karma points, and is an easy way to make friends. Cruisers helping other cruisers — no matter if it's sharing local knowledge about entering a harbor, giving a hot tip on a restaurant or transferring needed parts on the high seas — are a big part of the overall cruising experience.

Wayne Meretsky
Co-Skipper on *Profligate* for 2003 Bash
Owner, *Moonduster*, S&S 48
Alameda

NEW HANDICAPPING AND OLD IOR BOATS

Last month's letter calling for a revival of racing the old IOR boats has gotten some traction, for along with my Davidson 44 *Infrared*, Keith Brown's Peterson 46 *Aleta*, and the much-travelled Farr 52 *Zamazaan*, the herd is forming.

'War Horse' divisions exist on the Great Lakes and East Coast, as owners of these boats need a place to go and have fun with similar older and heavier boats. So why not on San Francisco Bay, too? Division C at the St. Francis YC's Big Boat Series now seems to be a showcase for brand new designs fresh from the factory at displacement weights one-third to one-half of our older IOR boats — but with the same sail area. Tell the backroom boys at the St. Francis that the Americap II rating system preserves nothing that was good in the past. The Stone Cup is the most recent loss to this new modern trend of handicapping.

Ray Lopez
Infrared, Davidson 44
Burson, CA

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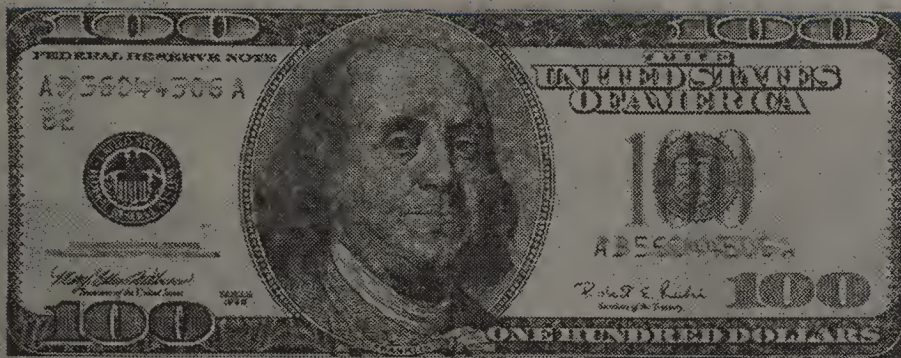
My name is Brittany D., and I'm from Los Angeles. I'm taking a sailing course through school here at USC, and recently went out for the weekend on a Catalina 36. I loved it, and I'm really looking forward to more. I was surfing the net looking for sailing sites, and I came across yours. I was wondering if you had any contacts you knew of in my area that are looking for eager and enthusiastic crew for any type of sailing excursions. Longer trips to places such as Santa Barbara or San Diego would be great as well. I know this is kind of random, but I really love sailing and am trying to get as much exposure as possible.

Brittany D.
Los Angeles

Brittany — Since you're a young woman and therefore have to be cognizant of your personal safety, we recommend that you start out by calling some of the local yacht clubs. According to SoCal sailor Tom Leweck, creator of the online newsletter Scuttlebutt, your best bet in breaking into a casual sailing

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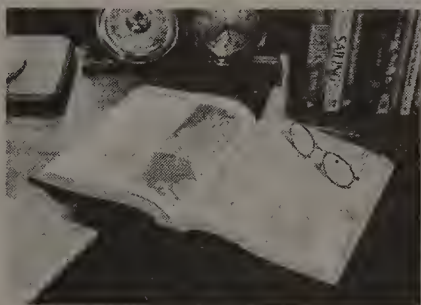
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LETTERS

scene would be to show up for a Wednesday evening beer can race at the California YC in Marina del Rey. Races start at 6 p.m., but Tom suggests arriving about 4:30 and let it be known that you're looking for a ride. You'll almost certainly make good connections. You might also call Redondo Beach's King Harbor YC or the Long Beach YC in Alamedas Bay. By doing just a few of these races and retiring to the club after for a little food and drink while rehashing the fun, you'll quickly meet a lot of other skippers. When you come across a skipper and crew that looks like they might be fun to sail with, let them know you're interested in longer races or cruises on the weekends. Believe us, once you make that first little effort to get into the game, you'll find countless opportunities, and all up and down the coast, too.

Our favorite race in Southern California is the Santa Barbara to King Harbor 86-miler on August 1. If you still haven't gotten into the swing of things by then, give us a call and you can crew with us aboard *Profligate*. By the end of that weekend, you'll have made a bunch of new sailing friends.

WHAT ABOUT THE ANCIENT MARINERS' TRANSPAC?

In your March article about sailing records, I noticed there was no mention of the Ancient Mariner Sailing Society's San Diego to Maui Classic. The event has been held four times — in '78, '81, '85, and '91 — and such wonderful boats as the *Californian*, *Dauntless*, *Spike Africa*, *Rowena*, *Rose of Sharon*, *Pacifica*, and *Caprice* have participated.

My boat was one of two Bay Area boats that did the '91 race. Ironically, I have a list of all the participants and times for the first three races, but not the '91 race that I did. We had the time of our lives! I spent the summer of the race in Lahaina and Honolulu, but the only results I saw were in the local newspaper — and they weren't quite right. After sailing back to the Bay Area, I never bothered to check it out further. I now have four grandkids and am getting along, but I have more interest than ever in the results. I do know that *Rowena* and *Caprice* finished seconds apart, and we came in a day later, a few hours ahead of *Dauntless*. We had a 75-hour handicap, so I figured we had some sort of record — maybe two days — for unused handicap.

Do you know any way I might be able to find the results?

Bob Griffiths
Orinda

Bob — We suggest you contact the Ancient Mariner Sailing Society at www.amss.us. Perhaps they — or some of the other participants — can help you out.

CORRECTION NEEDED

Thanks for posting the information about our Spencer Yacht Owners Group and our upcoming gathering in British Columbia. But there was a mistake in the email address, which should have been reblackwell@shaw.ca.

Ron Blackwell
Port Sidney Marina, British Columbia, Canada

WITH GOOD GRACE, A SMILE, AND NO REGRETS

First, please accept my thanks for your magazine, as I think it is the finest ever published. Not just the finest sailing magazine, but the finest magazine — period! It's become a publishing institution, one to which all other periodicals should aspire.

In the April 2003 issue there was a letter from Terry Wepsic, M.D., titled *Check Your Bilge . . . And Your Prostate* — which

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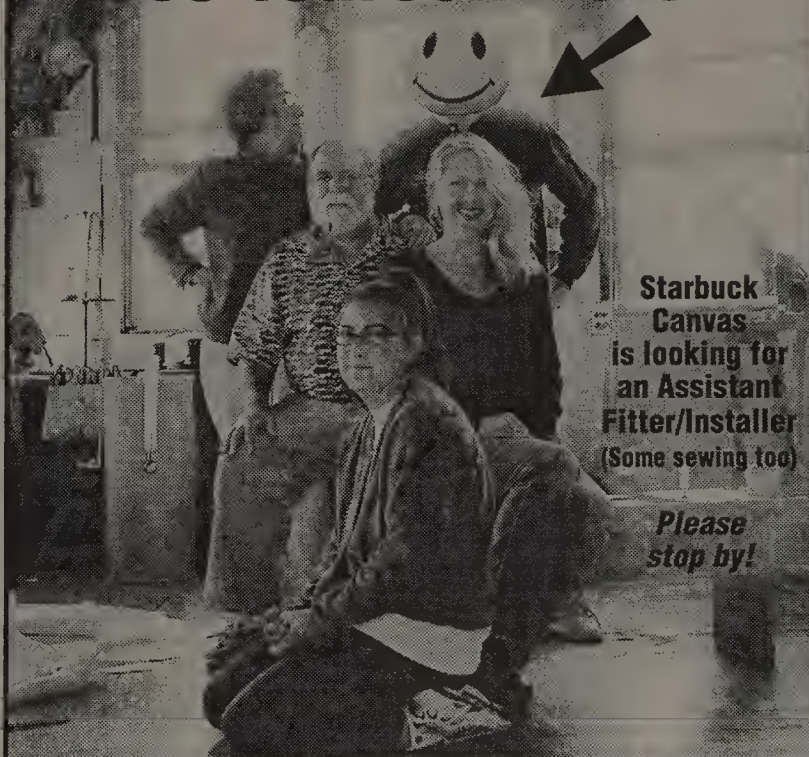
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LETTERS

gave excellent, common sense advice. However, I'm convinced that excessive concern about the condition of one's organs can be unhealthful, and going to doctors for just-in-case checkups is tantamount to asking for permission to live. We are only here for a twinkle in the eye of time, so we should make it count — not try to artificially extend it. Each of us will know when it's time to cast off our dock lines, so to speak, for the last time, and we should take the final ebb tide with good grace, a smile, and no regrets.

My wife, Tessa, and I will be 70 next birthday, and since I retired 18 years ago, we have had no medical insurance. We never get colds or the flu, and the aches and pains of growing older have all melted away with patience, exercise, and a love of life. Our bodies have responded magnificently to growing older, without pills or doctors. We regularly play tennis, jog, walk, bike, swim, do our own yards and housework. And, of course, we still sail *April Dancer*, our Fairweather Mariner 39, anywhere that takes our fancy. Oh, and I still clean her bottom — *April Dancer's*, that is — using only a mask and snorkel.

We have found that what goes on in our minds is as important as what we do to honor the fabric of our bodies. Just a few simple concepts guide our lives. Each day, try to do something nice for someone, and if they don't know who did it, so much the better. It can be as simple as disposing of trash that someone left on the sidewalk, or as significant as seeing someone in trouble and doing what cruisers do — risk their own safety to help. Try not to be judgmental. Try not to harm living or nonliving things. When someone hurts you, forgive, smile, and move on. And when you fail in any of these concepts, acknowledge it, forgive yourself, and keep trying.

If you have strong religious feelings, none of these ideas should offend you, and the health-giving effects will work for you for all of your precious days. Try it, it works. Oh, and it's non-invasive, non-toxic and non-habit-forming. Fair winds and happy landfalls.

Lyn Reynolds
San Jose

Lyn — You may have gone overboard with the compliments, but thank you very much.

You remind us of our grandparents, who in their 60s retired to the Santa Cruz mountains and lived — particularly our grandfather — a natural life. For instance, they believed in preventing disease rather than treating it, most of their food came from their orchard and gardens rather than stores, he pooped in the compost pile in the woods rather than a toilet to save water, they both swam in the ocean even in the winter, they didn't own a television, and they shooed bugs and pests away rather than kill them. For the last 15 years of his life, our grandfather told us, "I've had a full and wonderful life, and am ready to die anytime." We've always envied that kind of contentment. But we're still going to get a prostate exam.

We've been swamped with letters for the last several months, so if yours hasn't appeared, don't give up hope. We welcome all letters that are of interest to sailors. Please include your name, your boat's name, hailing port, and, if possible, a way to contact you for clarifications. By far the best way to send letters is to email them to richard@latitude38.com. You can also mail them to 15 Locust, Mill Valley, CA, 94941, or fax them to (415) 383-5816.

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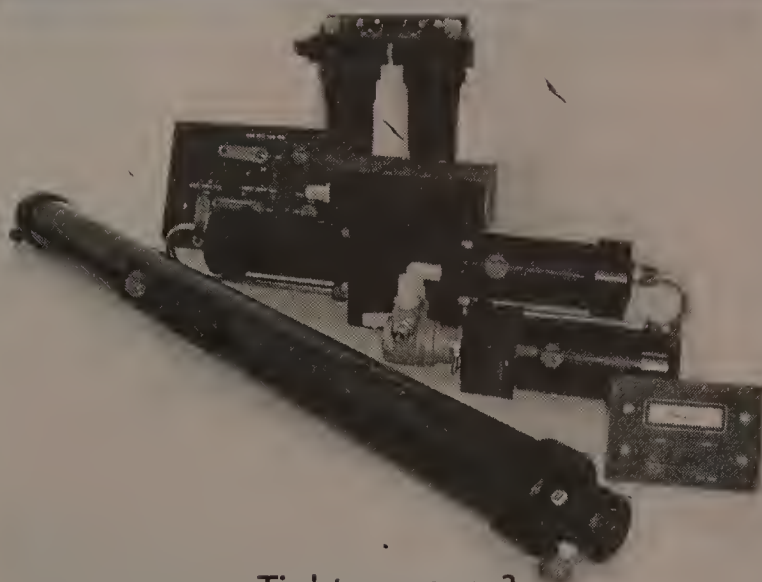
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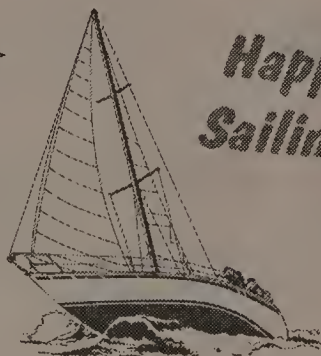
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LOOSE LIPS

Enlightened stamps.

Come mid-June, the images of five lighthouses will extend the horizon to millions of envelopes around the nation when



the U.S. Postal Service continues its popular series of lighthouse commemorative stamps. Located along the coast of the United States from Virginia to southern Florida, these five structures—Old Cape Henry, Cape Lookout, Morris Island, Tybee Island, and Hillsboro Inlet—were selected because they typify the beauty and colorful history of the nation's lighthouses. The 37-cent postage stamps will be dedicated at an official first day of issue ceremony for these Southeastern Lighthouses on June 13, 2003 at 10:30 a.m. at the Tybee Island Lighthouse, Tybee Island, GA. The event is free and open to the public.

Pulling for Gary.

In a terrible twist of irony, Gary Jobson, who has been Chairman of the Leukemia & Lymphoma Society's Regatta Series for the past 11 years, was diagnosed with lymphoma in April and will be receiving chemotherapy for the next six to eight months. Jobson has been the familiar face and voice of sailing in North America for all his television work on the America's Cup, Whitbread, and other sailing events. He was also Ted Turner's navigator during their victorious America's Cup campaign. Jobson is a good guy — he recently spoke at the Tiburon YC — and we wish him a swift and full recovery.

What we meant to say. . .

In last month's *Loose Lips*, we should have said that the cruiser *USS Indianapolis* was carrying the atomic bomb 'Little Boy' — not 'Fat Man' — to Tinian when she made the still-standing fastest ship passage to Hawaii from San Francisco. Sorry about the error. Incidentally, the components for 'Fat Man' — which was dropped on Nagasaki six days after 'Little Boy' exploded over Hiroshima — were flown to Tinian aboard B-29s. One wonders why this faster and much cheaper method wasn't used to ferry 'Little Boy' there, too.

Twilight time (as defined at www.sunrisesunset.com).

Civil twilight is defined when the sun is 6 degrees below the horizon. This is the limit at which twilight illumination is sufficient, under good weather conditions, for terrestrial objects to be clearly distinguished; at the beginning of morning civil twilight, or end of evening civil twilight, the horizon is clearly defined and the brightest stars are visible under good atmospheric conditions in the absence of moonlight or other illumination. In the morning before the beginning of civil twilight and in the evening after the end of civil twilight, artificial illumination is normally required to carry on ordinary outdoor activities.

Nautical Twilight is defined when the sun is 12 degrees below the horizon. At the beginning or end of nautical twilight, under good atmospheric conditions and in the absence of other illumination, general outlines of ground objects may be distinguishable, but detailed outdoor operations are not

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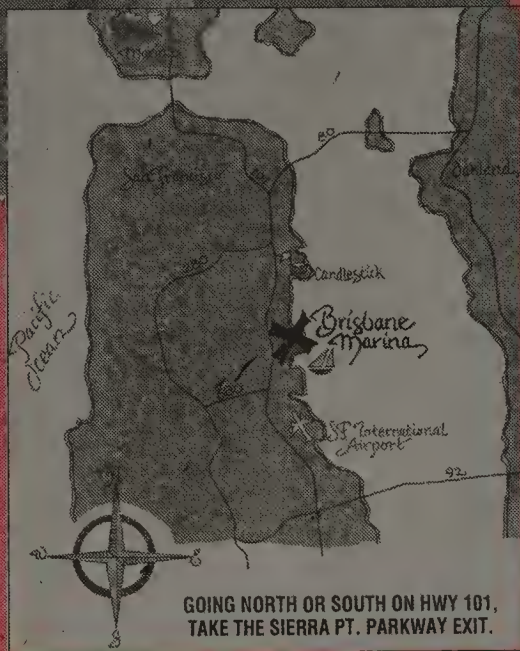
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LOOSE LIPS

possible, and the horizon is indistinct.

Astronomical Twilight occurs when the sun is 18 degrees below the horizon. Before the start of astronomical twilight in the morning and after the end of astronomical twilight in the evening, the sun does not contribute to sky illumination; for a considerable interval after the beginning of morning twilight and before the end of evening twilight, sky illumination is so faint that it is practically imperceptible.



Here's about the weirdest thing ever pulled from under one of our boats. What are some of yours?

Slow and cold-blooded wins the race.

Most turtles, some fish and a few invertebrates (like clams) exhibit what's known as 'negligible senescence.' In plain English, once they reach maturity, they stop aging. Oh sure, they get bigger for awhile and add annual 'ridges' to their shells. But biologically speaking, they stop aging. What kills them is disease, accidents or people.

Definitive proof of just how old they can get is a bit hard to come by. The oldest known living tortoise is Harriet, a Galapagos tortoise supposedly 'collected' by none other than Charles Darwin — in 1841. Genetic tests indicate she was about 5 when Darwin snagged her, which makes her 167. She currently lives at a zoo in Australia and is in fine health. (The Cairo Zoo claims to have a Galapagos giant tortoise that is 260 years old, but that's unconfirmed.) According to Guinness, the oldest confirmed tortoise was another Galapagos giant presented to the Tongan Royal Family in 1777. It died — by accident — in 1965 at age 188.

Several sturgeon have also been shown to be over 100 years old. The oldest known animal is currently an arctic clam which testing shows began life in 1783 — 220 years ago.

Don't get your hopes up for a turtle 'vaccine' or something. Negligible senescence apparently has a lot to do with being cold-blooded, slow moving, and not needing to eat for weeks at a time.

Trolling for whales.

Writing in the daily email newsletter *Scuttlebutt* (www.scuttlebutt.com), Sir Robin Knox-Johnston recalled an interesting encounter during his record round-the-world sail with Peter Blake aboard the 92-ft catamaran *Enza New Zealand*. "When we were passing through the Southern Ocean between New Zealand and Cape Horn, Peter Blake opened a present from his daughter, a 6-foot-high, blow-up emperor penguin. Forgetting the hilarity that inflating the thing caused, we put it out on the trampoline. A few hours later, we were being followed, at 17 knots, by six orcas in line abreast. Tucking the inflatable penguin out of site was followed shortly thereafter by the disappearance of the Orcas."



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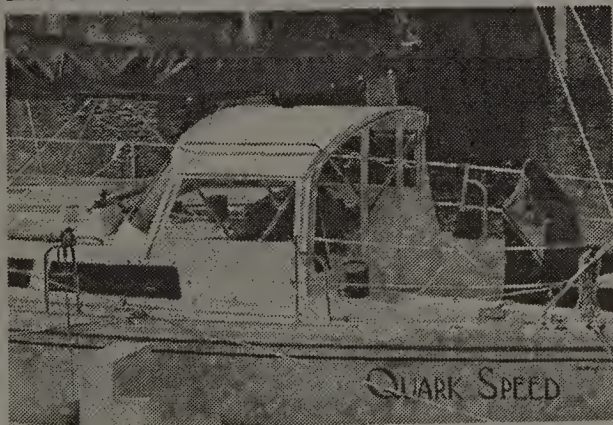
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SIGHTINGS

sailmail to the rescue

An unusual rescue at sea started with an ominous message to Rick 'the weather guy' Shema on March 18: "My crewman has fallen seriously ill and is in great pain, possibly from last night's work in gale conditions," read the SailMail message from Bob Dimond on the Valiant 40 *Lady Carol*. "If my hydration solution doesn't work, I was hoping you might (be able to contact) the Coast Guard for me. I can't raise anyone on the radio." Shema whose Weather Guy forecasting service is based in Hawaii, had been forwarding weather information to *Lady Carol* (and other boats) at the time.

Included with the message were the boat's coordinates and speed

continued on outside column of next sightings page

the fast

Wow, talk about 'hat tricks.' Longtime Singlehanded Sailing Society member Dan Benjamin was not only first to finish in April 5's Singlehanded Farallones (second in class corrected), but photos of his Aerodyne 38 *Fast Forward* powering through the ebb chop on the way home also grace our cover this month, appeared in *'Lec-tronic Latitude* — and serve duty here as our 'Looking Good' boat of the month. You'll even see the boat in the UK



Left and above, 'Fast Forward' lives up to her name as she blasts home from the Farallones on the windy ides of April.

forward issue

ad in this issue!

We didn't plan it this way. We just happened to be up in the official *Latitude* helicopter (the Golden Gate Bridge) when *Fast Forward* came blasting back under the Bridge. Conditions were just right — the lighting was good, the wind was strong, the ebb was choppy — and our teeth weren't yet chattering hard enough that we couldn't hold the camera steady. We just set it on full 'auto' and let 'er rip.

sailmail — cont'd

— *Lady Carol* was northbound at 5 knots about 70 miles northwest of Mag Bay. The only ones aboard were Bob and the distressed sailor, his friend Richard (last name withheld). The two were bringing the boat home to San Diego (on the first leg of its homeward journey to Loch Lomond) after a season in Mexico.

Shema contacted the Coast Guard's Rescue and Coordination Center in Alameda to advise them of the situation. The Coasties asked him to email back specific questions about the current situation aboard *Lady Carol*, which he did. Some of the questions: Richard's age, vital signs, where the pains were, whether there was a medical kit aboard

continued on outside column of next sightings page



SIGHTINGS

sailmail — cont'd

and so on — as well as the best (SSB) radio frequency to try to establish direct contact. Dimond again sent out *mayday* calls on both VHF and SSB, but got no response.

So Shema resumed his role as relay between the boat and the Coast Guard — at 9:40, with no change to Richard's condition, Dimond asked Shema to issue a *mayday*.

Within 15 minutes, a Coast Guard C-130 was airborne and a helicopter had been rerouted. The cavalry was on the way.

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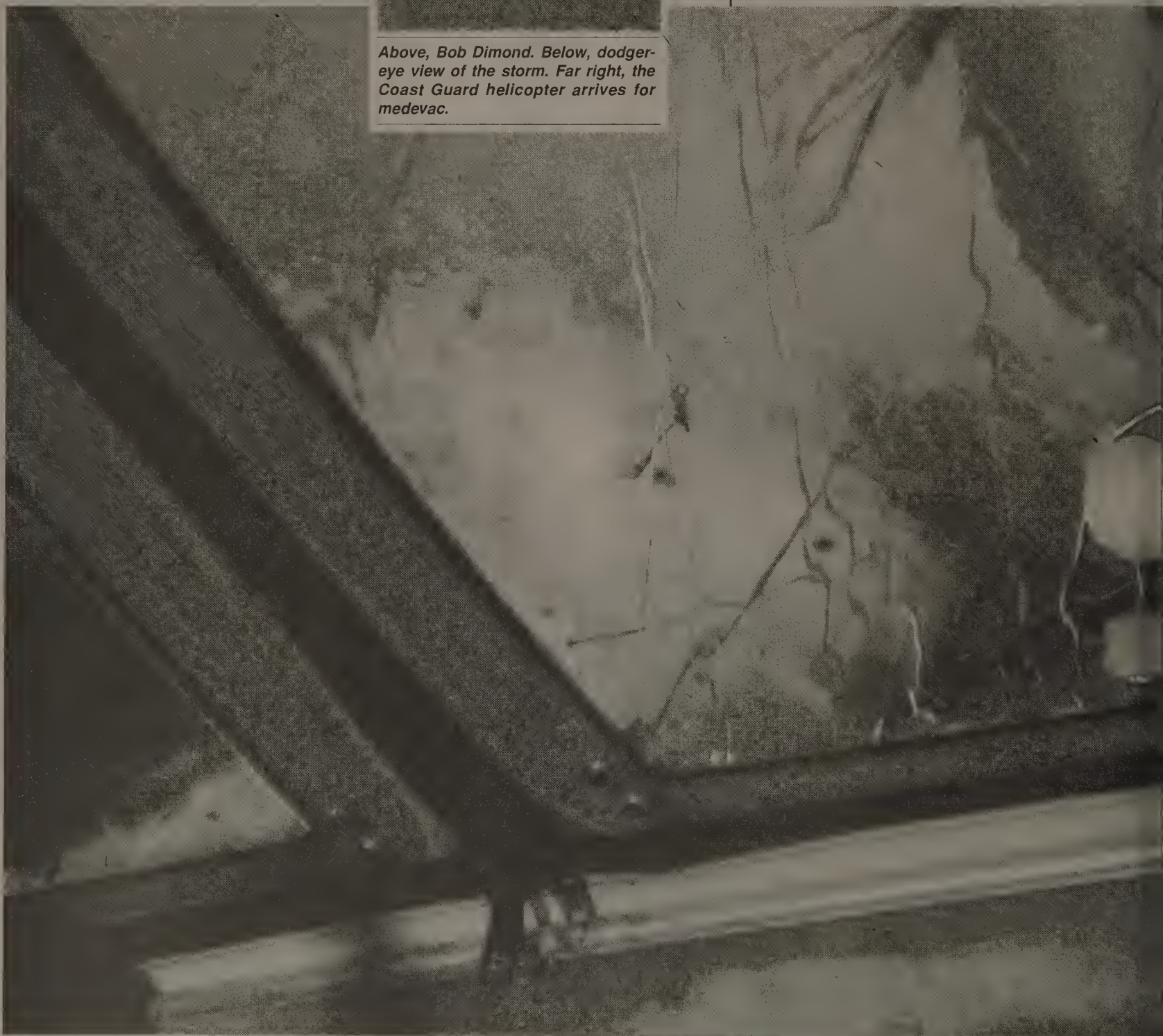
Above, Bob Dimond. Below, dodger-eye view of the storm. Far right, the Coast Guard helicopter arrives for medevac.

ga II right

As this issue went to press, the trimaran *Great American II* was just 90 miles 'ahead' of their competition — the 1850s clipper ship *Sea Witch* — in their attempted record run from Hong Kong to New York.

In 1854, under the famous captain Robert 'Bully' Waterman, *Sea Witch* set the standing mark of 74 1/2 days.

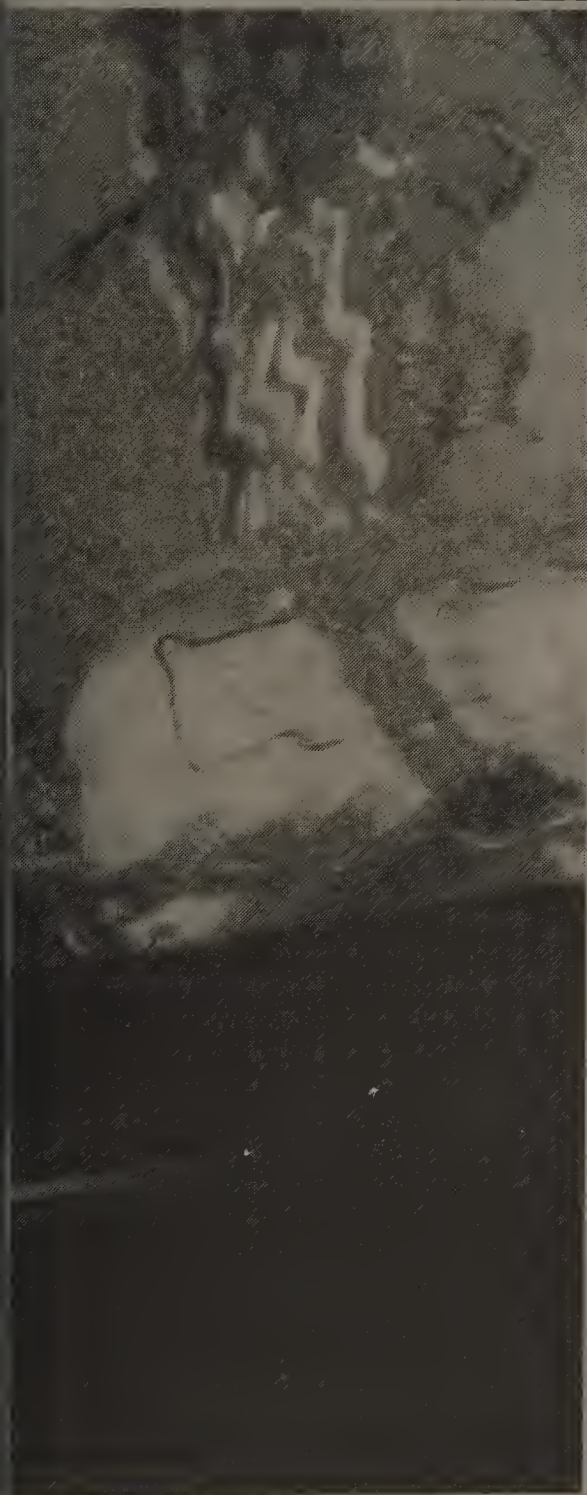
Co-skippers Rich Wilson and Rich du Moulin took off from Hong Kong on March 7 and were 11 weeks into their voyage at this writing. They had just celebrated the milestone of clearing the dangerous Alguhas Current off South Africa and had



on track

entered the Atlantic Ocean. *Great American II* is a 53-ft Nigel Irens design built in France in 1990. This is the same boat aboard which Wilson has broken two other former clipper records: *Flying Cloud's* San Francisco to New York run (69 days in 1993) and *Mandarin's* New York to Melbourne trip (also 69 days in 2002).

Record-breaking is more a vehicle than a goal for Wilson. His main objective is getting schoolkids involved in this and other adventures. To learn more about that — or *GA II's* trip — log onto www.sitesalive.com/oceanchallenge.

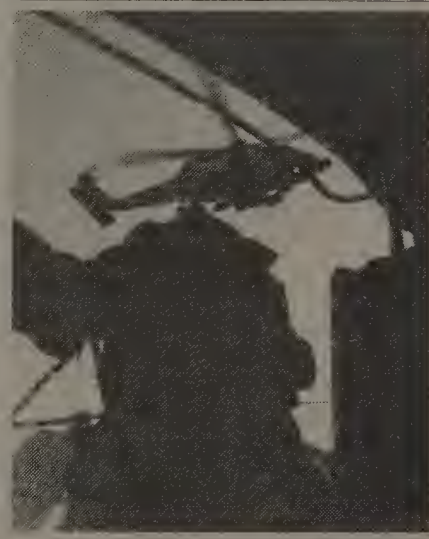


sailmail — cont'd

The Coast Guard helo arrived at *Lady Carol's* position at 6 p.m. PST. Once they were close, Dimond was able to talk to them directly via VHF. Per instructions, Richard jumped in the water and was clipped into the helo's rescue litter by the rescue swimmer. The helo then whisked him to a hospital in La Paz, which stabilized him. He was then transferred to a hospital near his home in New Mexico. There, his troubles — which stemmed from a urinary blockage — were treated. After a short time in the hospital, he was released.

Dimond completed the delivery to San Diego solo, relying the rest of the way on Shema's Weather Guy reports. "Thanks again," he SailMailed on the day following the medevac. "There's no doubt in my mind that you saved Richard's life."

Rich Shema's Weather Guy website can be viewed at www.weatherguy.com.



smokey and the boat bandits

Back in 2000, the Los Angeles Police Department started noticing a pattern in a series of boat thefts — new or nearly new powerboats on trailers were being stolen from owners' driveways or commercial storage lots. These cases were handled by the same LAPD division that deals with car theft. Eventually, they were deemed important enough to assign 30-year veteran Detective Sgt. Keith Jackson to the case. As it turns out, it was a serendipitous choice.

Auto theft is big business in Southern California — some 25,000 cars were stolen in the City of L.A. alone in 2001 — and police often rely heavily on informants in their investigations. Not so with boats, which are comparative 'blips on the radar' in terms of numbers. Most detectives don't know a thing about boats. Fortunately, Jackson is an avid powerboater who knows what he's looking at and is familiar with boat manufacturers' unique identification numbering systems. He would know a lot more about the latter by the time he was done with this case. Initially, about all he knew was that the boats were taken when the owners weren't home, and that all the owners had recently put their boats up for sale. That pretty much told him how the thieves were choosing their targets — they were just looking in the paper!

Ironically, that's where the police also got their first break. Within a short time after the first of an eventual 8 or 9 boats were reported stolen, very similar ones were showing up in a local shopper magazine. The only difference was that the ones in the shopper were listed as being two or three years older. Also oddly, the boats checked out. They and the trailers were all properly registered and had current tags. One fellow who was looking at one was the son of a cop (who was not involved in the investigation). He asked his Dad to run the numbers on the boat. He did, and everything came back hunky-dory, so the son bought the boat.

By the way, we're hardly talking cheap runabouts here. The smallest of the boats was a 21-ft Four Winns, worth about \$32,000; the largest, a 36-ft Fountain worth \$275,000. Total value of all the boats was put at \$600,000.

It was only by contacting the new 'owners' that Jackson discovered just how sophisticated the boat burglar — or burglars — were. "They were registering the boats under false names, with false addresses,

continued on outside column of next sightings page



boat bandits — cont'd

and as it turned out, even had false drivers licenses in those names in case anyone asked to see ID," says Jackson.

The other thing they would do is grind off the trailer numbers and reregister the trailers with the DMV. "At the time, all you needed was to walk into DMV with your false ID, apply for a new title and you could get it right on the spot," says Jackson. (After this case, the laws were changed. Trailers must now undergo scrutiny by the CHP before they can be retitled.)

Eventually, by working closely with DMV Chief of Registration Services Janet Akino and the folks at the shopper magazine, Jackson was able to obtain the cellphone number, name and, eventually, the address of the suspected boat rustler. Then it was just a matter of staking him out and catching him in the act.

The actual arrest came about unexpectedly. A used car dealer (who had coincidentally helped Jackson with a stolen car case a few years ago) was in the market for a powerboat. He had driven out to look at one in Riverside, and something about the deal seemed fishy. He was pretty knowledgeable about boats and knew that the seller was incorrect about the year. While he was standing there, he even called the manufacturer to confirm this! Then he called the cops. Jackson, who had just gone off duty, got the call from Riverside authorities and made the drive out to arrest the man, ending the 10-month investigation.

Well, not quite. The 30-something bandit turned out to be a convicted felon. And he had an accomplice about the same age, but with no prior record. The accomplice was the one with the heavy-duty 'dually' pickup truck that had done the towing.

The two were booked for grand theft, and for falsifying DMV applications, which is perjury. Each of those convictions is punishable by 18 months behind bars. The main guy got five years. The accomplice got one year — he's already out.

Jackson 'got his man' — or men. He also got the International Association of Marine Investigator's 'Investigator of the Year' award (sponsored by BOAT/US Marine Insurance) last fall.

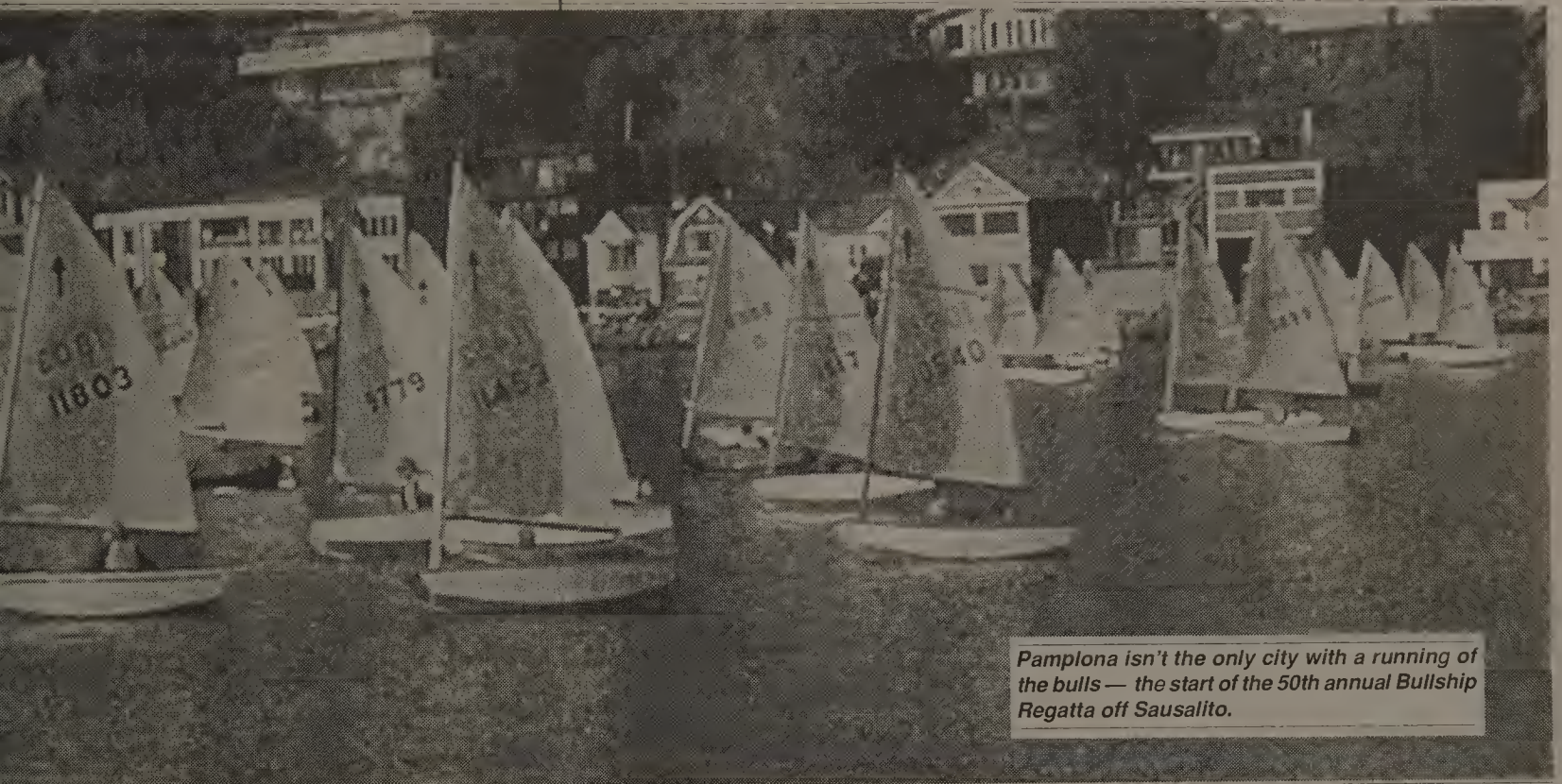
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50th bullship

First-time participant Rufus Sjoberg won the 50th annual Bullship Race, the dash from Sausalito to the San Francisco Marina in El Toros that began back in 1953. Seventy boats — double the normal Bullship armada of the last few years — turned out for the big five-oh, with all the usual suspects in attendance, including '02 winner Gordie Nash, '00/01 winner Walt Andrews, '99 top 'Shipper Vaughn Seifers and, well, just about every past winner and non-winner still breathing. The oldest original logowear was Duncan Carter's sweatshirt from the 1970 event.

Rufus, a 23-year-old carpenter who grew up in the Richmond YC Junior Sailing Program, edged out veterans Jim Warfield and Nash, who finished second and third respectively. Winds varied from 8 to 12 knots, but stayed mostly toward the low end of that scale. Combined with the flat water at the 9 a.m. start and slack tide, conditions were perfect for these little boats, which came into being in 1939. The story goes that they were conceived as ideal tenders that could be built from a single sheet of plywood. The name and insignia on the sail comes from the fact that a lot of 'bull' got 'shoveled' in the planning sessions for the tiny craft.

Strategy among veteran Bullshippers is only slightly less involved than a manned mission to Mars. There are those



Pamplona isn't the only city with a running of the bulls — the start of the 50th annual Bullship Regatta off Sausalito.

race

who take the inside track, hugging the shore after the start all the way to Horse-shoe Cove before running the gauntlet across the Golden Gate. There are those that go 'outside' almost to Angel Island before heading across. And there are those who favor rhumbline, which is usually (but not always) the best choice, especially for first timers.

This year proved the point. The ticket was to start at the committee boat — the starting line is between the boat and Ondine's Restaurant on the Sausalito waterfront — and sail a straight shot to the finish. Despite intense pressure from the many veterans in the fleet, Rufus was the first one to the wind shift off Yellow Bluff, and managed to hang onto the lead all the way.

Among notable participants were three generations of the Nash family: Gordie, his brother Chris, and Chris' son Nick all raced, while sailmaker/mother/grandma Jocelyn drove one of the 'cowships'!

1) Rufus Sjoberg; 2) Jim Warfield; 3) Gordie Nash; 4) Tom Burden; 5) John Amen; 6) Mat Johnson; 7) Paul Tara; 8) Vickie Gilmour; 9) Michael Quinn; 10) Skip Shapiro; 11) Aad Rommelse; 12) Dan Mills; 13) Nancy Farnum; 14) Dennis Silva; 15) Buzz Blackett; 16) Mark Lindow; 17) John Pacaholski; 18) Nick Nash; 19) Tim Armstrong; 20) Walt Andrews; 21) Paul Zander; 22) Mark Breen. **SPECIAL AWARDS:** **Top Female:** Vicki Gilmour; **Oldest Participant:** Pete Blasberg (80); **Long Distance Award:** Jerry Sachnoff (Florida). (70 entries, 66 finishers.)

boat bandits — cont'd

The owners of the boats got their boats back. The buyers of the boats — except for one shady character who also had a criminal record — were all innocent victims unaware of the scam. They lost the boats and many of them lost the purchase price along with it. (No money was recovered from either of the two boat bandits.) In a few cases, however — and here's a tip for new boat owners — the new owners had bought insurance soon after purchase. Under some policies, they were able to claim and collect for 'theft by fraud.'

In the year and a half since the case was cracked, Jackson has enjoyed a bit of notoriety among his peers. He is often called to speak before various law enforcement groups, and says the case has added substantially to the knowledge base of organizations like IAMI (www.iami.org) and a tri-state group of marine investigators in California, Nevada and Arizona.

Jackson still admits a sort of grudging admiration for the thieves he caught — along with many false IDs, the main burglar's car trunk contained a small grinding tool (for grinding numbers off), die stamps (for embossing new numbers) and even blank Mercruiser labels. In addition to changing identification numbers of the boats and trailers, on some boats, the thieves even switched the ID numbers of engines and outdrives — original manufacturer labels!

"With all I know," he says, "I couldn't have done it better myself."

hey little schoolgirl

38: We hear you've gone back to school.

Doña de Mallorca: Yes, I took an eight-day class at the California Maritime Academy in Vallejo for my 'Six-Pack' license.

38: What's involved in getting such a license?

de Mallorca: You have to pass a physical and a drug test, get CPR and first-aid certificates, and do some in-the-water training — but the

continued on outside column of next sightings page

SIGHTINGS

schoolgirl — cont'd

biggest things are that you need to pass four tests and have the Coast Guard evaluate and approve your sea time.

38: What are the exams?

de Mallorca: Rules of the Road, Navigation General, Navigation Problems, and Deck General.

38: Sometimes we hear veteran sailors say, "I could easily pass those tests without studying." Do you think that's true?

de Mallorca: I think it would be very difficult, if not impossible. They ask a lot of questions more applicable to the merchant marine, and there are esoteric aspects to Rules of the Road that most sailors don't realize.

38: Which test was the hardest?

de Mallorca: Rules of the Road — because you can only get three wrong, and because the wording of the questions sometimes makes them tricky.

38: Were the classes at Cal Maritime rigorous, or did people just sit around and tell sea stories?

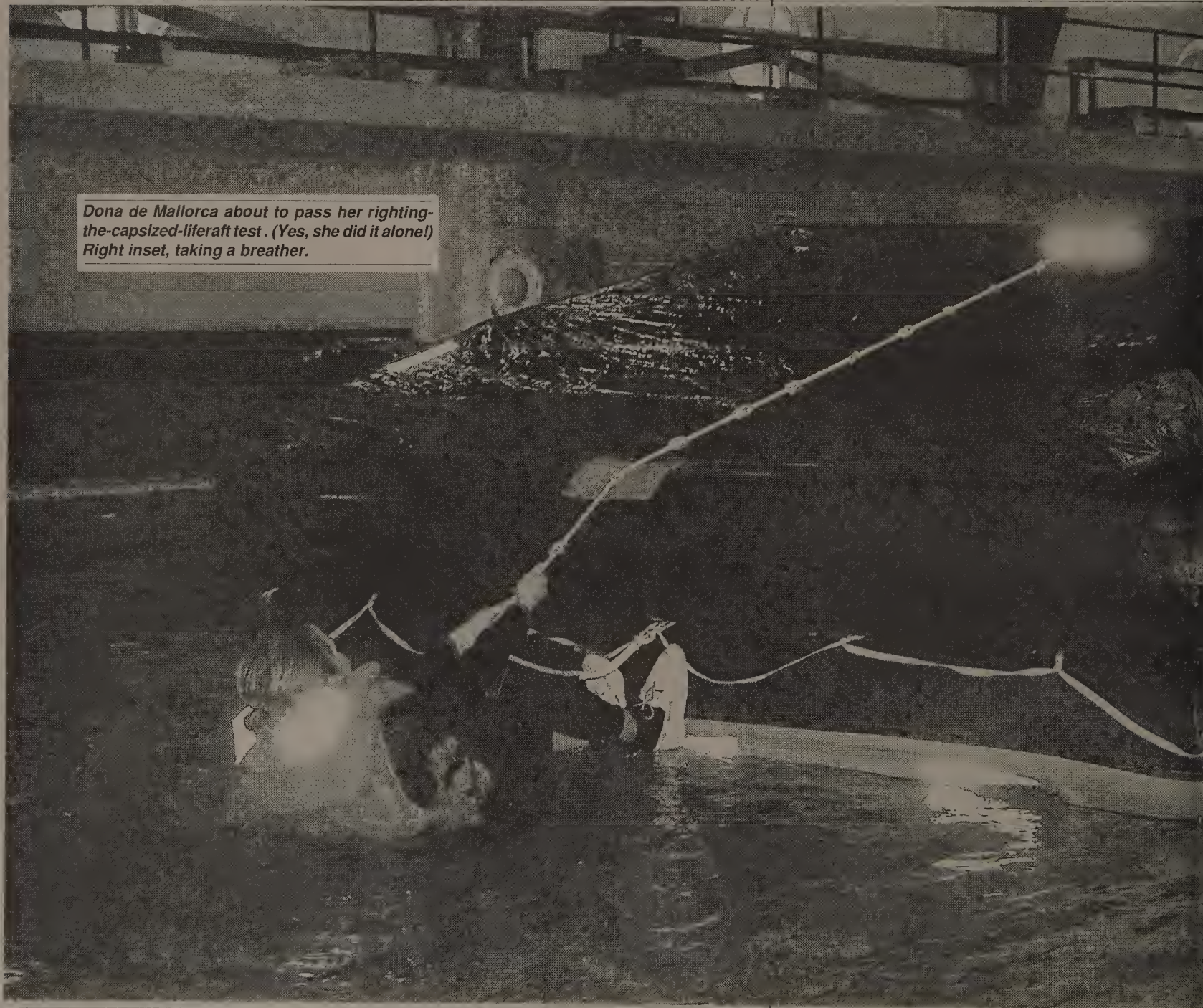
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new cat joins

A new charter boat will soon be plying our local waters, continuing a success story that started 12 years ago with the then-unique idea that visitors might like to sail the Bay on a fast, stable catamaran. Built in Napa, the 55-ft long, 30-ft wide *Adventure Cat* started sailing out of Pier 40 in 1991, but soon moved to her present 'port of call,' the busy Pier 39. More than 100,000 passengers have since enjoyed the 90-minute round-the-Bay sailing tours she does three times a day, April through November.

Increased demand for whale watching, private charters and other special events (including a birthday or two for *Latitude* staffers) caused Adventure Charters founders Jay Gardner, Hans Korfin and

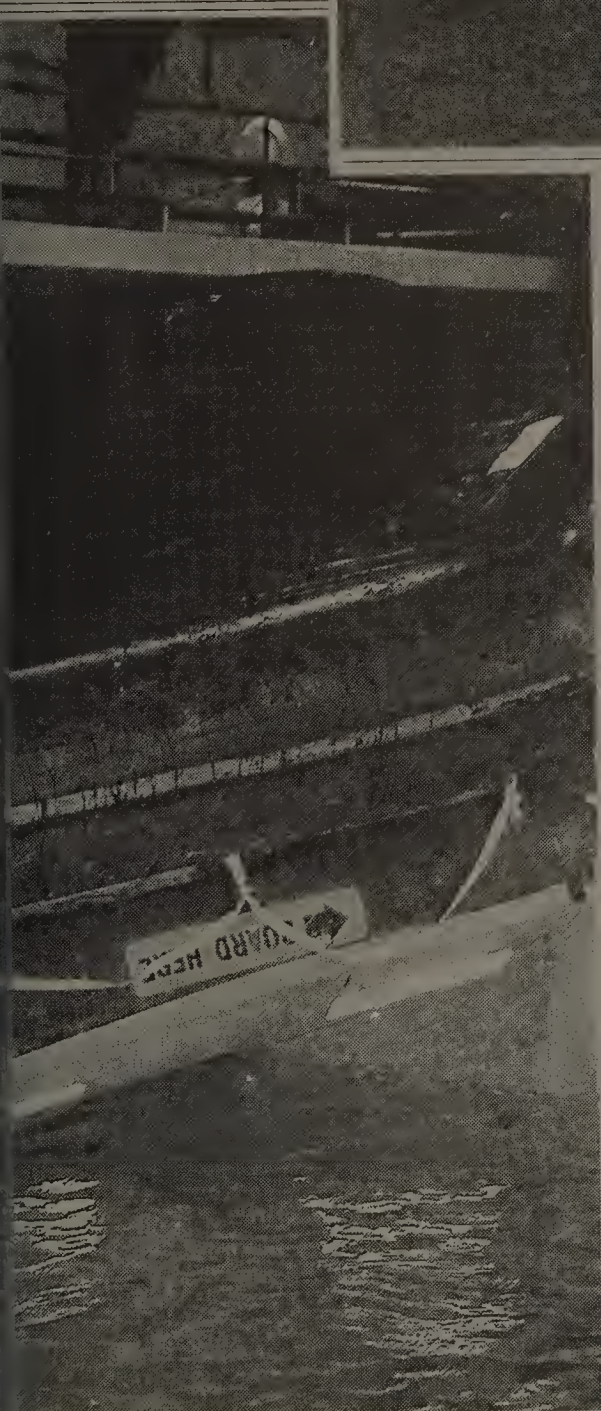
Dona de Mallorca about to pass her righting-the-capsized-liferaft test. (Yes, she did it alone!) Right inset, taking a breather.



the pride

Pamela Simonson to go back to the drawing board — the drawing board of Kurt Hughes, that is, who designed a bigger boat for them. The 65-ft *Adventure Cat II* was built and launched in Washington last summer. She makes her official debut on the Bay on May 9. Ten feet longer, 5 feet wider and Coast Guard certified for 99 passengers — 50 more than her smaller sibling — this boat is a welcome addition to the 'pride'.

continued



schoolgirl — cont'd

de Mallorca: When you get a bunch of sailors together, everyone wants to tell sea stories, so it was important to keep getting back to the classroom instruction. Fortunately, all the instructors were good and supportive, and the classes were small. Without good instructors, it would be difficult to pass the tests.

38: Was there homework involved?

de Mallorca: I studied hard two to three hours a night, and on the weekend. People shouldn't get the impression that these tests are like a nautical version of the driver's license test at the DMV, because they are much harder.

38: Did anybody flunk?

de Mallorca: Some students didn't get passing scores on some of the exams on the first try, but ultimately everyone passed. If someone doesn't pass a test, they get to take it two more times before they have to take a break for a couple of weeks. Cal Maritime Academy reports that, so far, all their students have ultimately passed the test.

38: What's left before you get your license?

de Mallorca: The biggest thing is to have the Coast Guard certify and evaluate my 'sea time'.

38: How much do you need?

de Mallorca: You need 360 eight-hour days, 90 of which have to be in the last three years. This is true no matter if you're going for your Six-Pack license, or 25, 50, or 100-ton master licenses.

38: How long have you been sailing and working on boats?

de Mallorca: I started in the Med in '87, and worked on big boats from Spain to Turkey. Later I did a couple of trans-Atlantic crossings, worked on boats in the Caribbean, and more recently have done a lot of sailing on the Pacific Coast — including seven Ha-Has and a recent Bash up from Puerto Vallarta.

38: Once you get your sea time certified and evaluated, what license will you get and what will it allow you to do?

de Mallorca: It will all depend on the Coast Guard's evaluation. I'm confident that I'll qualify for a Six-Pack license, which would allow me to skipper an uninspected boat with up to six passengers. But since I have a lot of sea time, and much of that has been on larger boats, I took two additional days of classes and testing to qualify for a 'sailing endorsement' and 100-ton master's license. I passed both those tests. So depending on the Coast Guard's evaluation of my sea time, I may get a 25, 50, or 100-ton master's license. In that case, I would be qualified to skipper Coast Guard inspected vessels, sailing and power, with more than six passengers.

38: Why have you made the effort, because you want to skipper a passenger vessel?

de Mallorca: No. It's just that I have spent so much time on the water and really love it, but also to consolidate my knowledge and learn the more obscure Rules of the Road.

38: How did you like the Cal Maritime Academy?

de Mallorca: I don't know how to compare it with other schools that teach the same curriculum, but I liked it. The instructors were good, the classes were small, the campus environment was very nice, and it was convenient to where I live. I was most shocked by the food — you can't believe the variety and quality of what they serve at lunch!

38: Were there any other women in your class?

de Mallorca: Not in my class, but I'm told that it's not unusual.

38: If the Coast Guard approves of your sea time and you get one of the licenses, are we going to have to call you 'Captain de Mallorca'?

de Mallorca: Never. I did it for the knowledge and certification, not the title.

Cal Maritime can be reached at 707-654-1157. Other options for licensing training are the Maritime Institute (888-262-8020; www.maritimeinstitute.com) and Merchant Marine Training Services (800-458-7277).

SIGHTINGS

baja ha-ha diez

If you've got a sailing adventure itch that needs to be scratched, there's good news. Ha-Ha Honcho Lauren Spindler is out of winter hibernation with all the details on this fall's 10th running of the Baja Ha-Ha.

For those new to sailing, the Ha-Ha is the 750-mile cruisers rally from San Diego to Cabo San Lucas, with R&R stops at spectacular Turtle Bay and even more ruggedly beautiful Bahia Santa Maria. Nearly 900 boats and 2,500 sailors have participated in the previous nine Ha-Ha's, and many folks have done four or five. After the Atlantic Rally for Cruisers, the Ha-Ha is the largest long distance international cruising rally in the world.

Compared to most offshore events, the Ha-Ha is rather loosely structured. For example, finish times are taken by each participant, and motoring is allowed. In addition, boats can drop out and/or resume

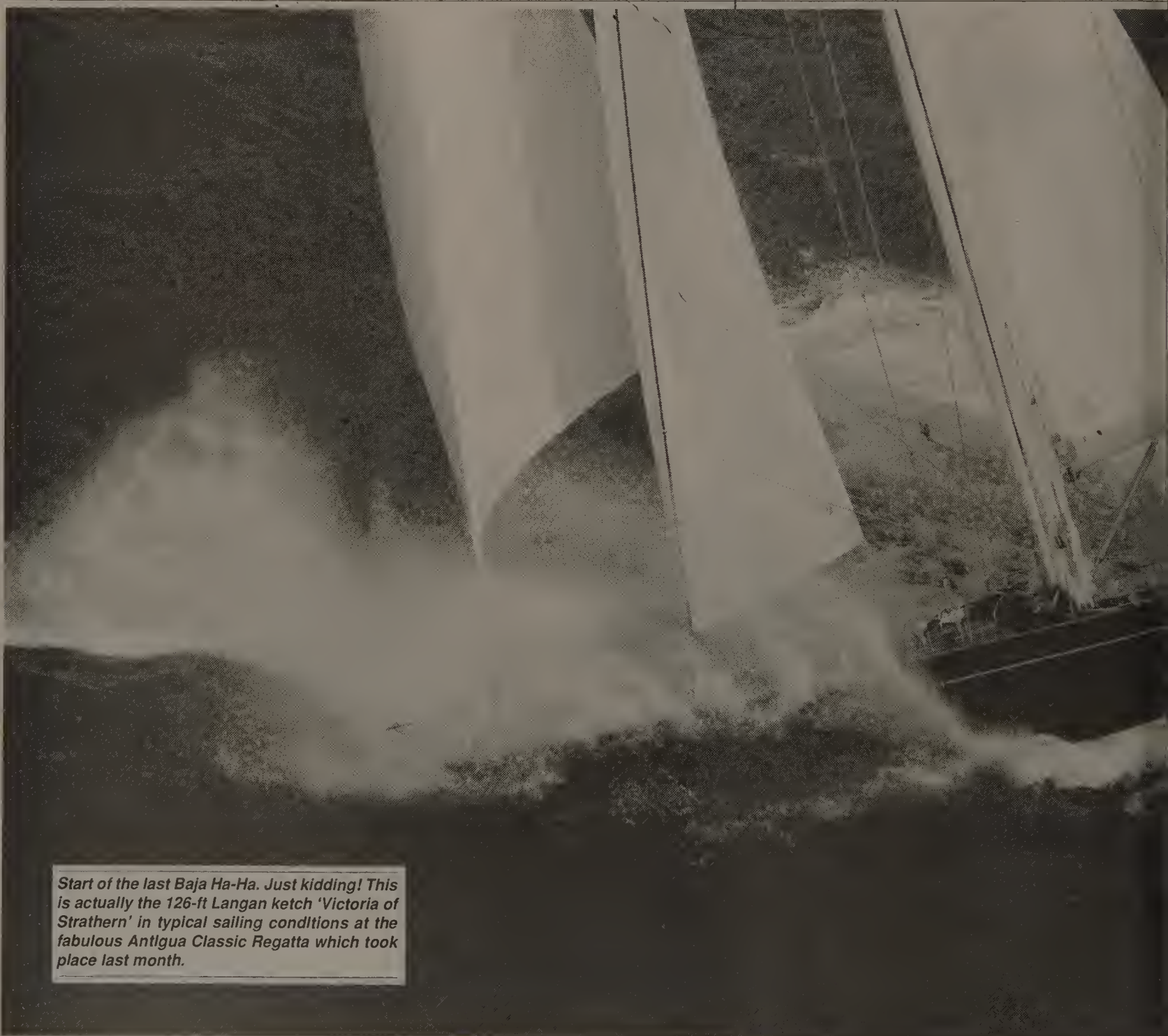
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new cat

Even though she arrived at a tough time economically.

"The last time we built a boat, George Bush was in office and there was a war. Now George Bush is in office and there's a war," laughs Jay Gardner, who will co-skipper the new boat. "I'd say we're right on schedule!"

AC II is already on the docket for whale watching, Farallones trips and even forays out to the Cordell Bank (the latter are part of an East Bay Regional Parks educational program). With her large, insulated interior — and heaters — it's also hoped that she will extend the company's



Start of the last Baja Ha-Ha. Just kidding! This is actually the 126-ft Langan ketch 'Victoria of Strathern' in typical sailing conditions at the fabulous Antigua Classic Regatta which took place last month.

— cont'd

charter program at least far enough into the winter for a few Christmas parties.

Rides on the original *Adventure Cat* run \$25 for adults, \$12 for kids under 12 and free for children under 5. Fares for the new boat have not been set, but will be slightly higher. Want to know more or get a closer look? Adventure Cat Sailing Charters is holding a sort of open house for the new boat on Saturday, May 10. Come on down and have a look!

For more on Adventure Cat Sailing Charters, go to www.adventurecat.com or call (800) 498-4228.

ha-ha — cont'd

participation simply by notifying the Grand Poobah. The Ha-Ha concept is not to tell people what to do, but to facilitate everyone having a good and safe time. The Ha-Ha folks have an inclusive perspective on things in that everybody who finishes is considered a winner, not just those who finish first. Indeed, 'soul sailors', who avoid turning on the engine in periods of light wind or calms, are held in high regard.

During the first eight Ha-Ha's, the whole fleet started on a Tuesday, and after the two stops, arrived in Cabo on the following Thursday. Last year, Ha-Ha Honcho Lauren decided to try a small boat start on Monday, to make the event less fatiguing on smaller boat crews. The extra day on the 360-mile first leg gave them much needed time to rest up for the last two shorter legs. It was such a success — many of the larger boats even decided to start on Monday also — that this year she has decreed that all boats will start on Monday. (Except, of course, if anybody *really* wants to start on Tuesday.) So the Ha-Ha Kick-Off Party

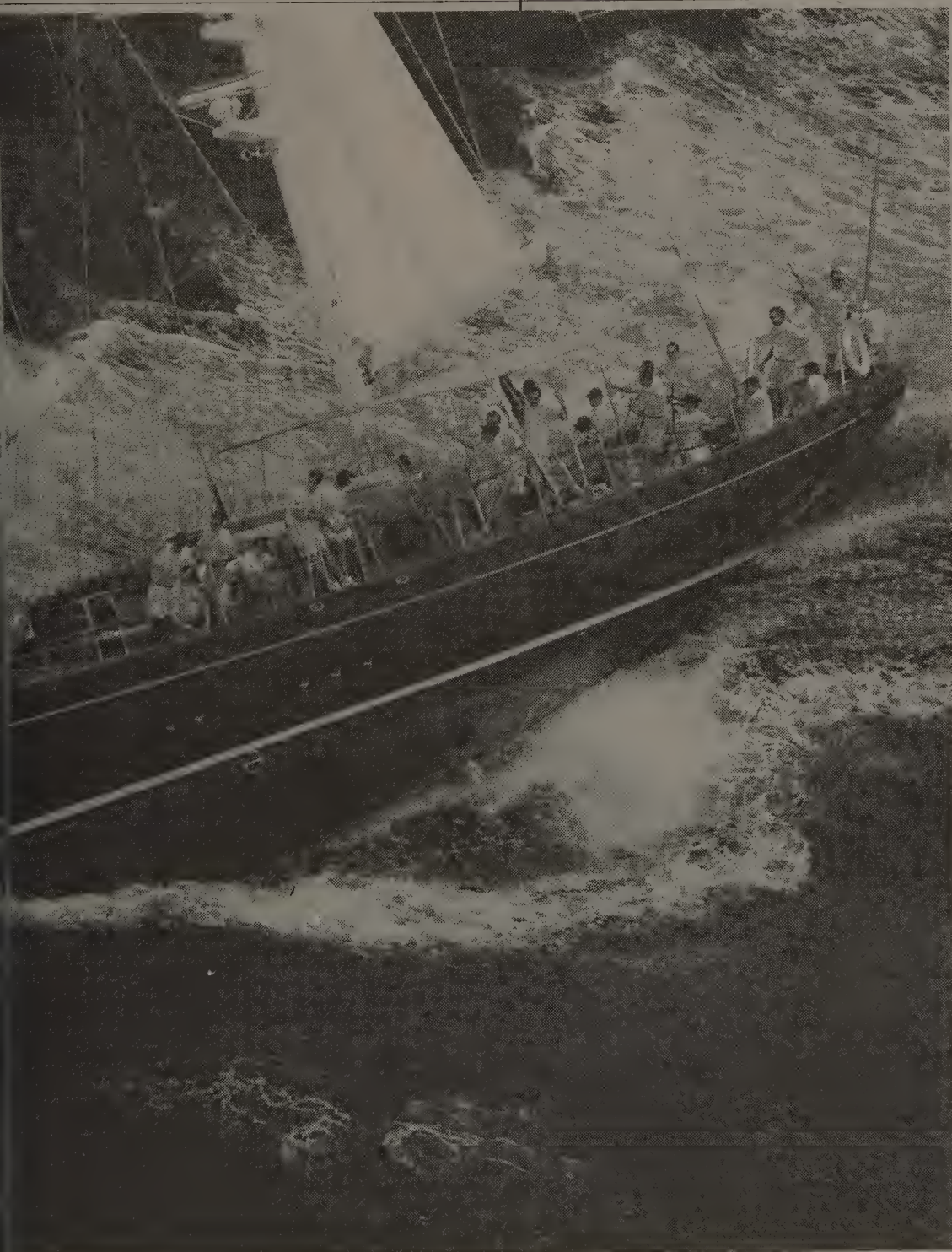
will be at Cabo Isle Marina on Sunday, October 26, with all boats starting on Monday, October 27.

(Some insurance policies forbid boats from heading south of Ensenada prior to November 1. Spindler advises that almost all insurance companies will move the date up to October 27 with just a phone call.)

The Ha-Ha is open to boats 27 feet or longer that were designed, built, and have been maintained for offshore sailing. (Smaller boats can petition for entry.) Each boat must have at least two crew with overnight offshore sailing experience, and with navigation experience. While there may be an added degree of safety in a group rally, participation in the Ha-Ha is limited to those skippers and crews who would have been sailing to Cabo by themselves anyway. The Ha-Ha is not an offshore hand-holding service. However, each morning the Grand Poobah will relay a professional weather report and conduct a roll call.

Although anyone sailing in the Ha-Ha potentially exposes themselves to the full wrath of the Pacific Ocean, and injury or death are certainly possible, the sailing conditions have historically been quite benign. We'd estimate average winds in the previous eight Ha-Ha's at 7 to 20 knots, with two to six foot seas. One of the cool things about the Ha-Ha is that the weather almost always gets progressively better. It's cool when you leave San Diego, but upon passing Cedros and pulling into Turtle Bay, the air and water temperature jump, allowing the tanning to begin. Between Turtle Bay and Bahia Santa Maria, it's normally T-shirts and shorts weather, and you'd better have the sunblock handy. From Bahia Santa Maria to Cabo,

continued on



TIM WRIGHT

SIGHTINGS

ha-ha — cont'd

you can sail naked at midnight and not suffer from goosebumps. Everyone arrives in Cabo with a healthy looking tan.

About those two stops. After 360 miles and a couple of days, the Ha-Ha fleet arrives at sleepy, dusty Turtle Bay, population 3,000. The arrival of the Ha-Ha fleet is a big deal in little Turtle Bay, particularly since it's right around Halloween and the Day of the Dead. Relations between the Ha-Ha and locals are very good. After a couple of night's rest, some fun ashore, and the big beach party, the fleet sets out on the 240-mile second leg to Bahia Santa Maria.

Although there's nothing at Bahia Santa Maria except untamed nature — and a few *panga* fishermen in the mangroves — it's always been the Ha-Ha fleet's favorite stop. An hour climb up the peaks at the head of the bay provides spectacular views of the Pacific, Mag Bay, the lagoons, and the desert. You can't count on anything, but for the last three years the locals have even managed to prepare lobster and fish dinners for almost the entire fleet at this truly middle-of-nowhere place. Sometimes they even show up with a rock 'n roll band. It's a surreal experience. Bahia Santa Maria is so lovely at the Ha-Ha time of year that four or five boats usually stay behind to enjoy it for another day or two.

The final leg is usually a serene 175 miles to Cabo San Lucas, where the fleet returns to civilization — such as it is in Cabo. The first night is when Ha-Ha folks celebrate by letting their hair down at Squid Roe. The next afternoon and early evening is the beach party, overlooking the boats in the bay and the cape in the background. The final event is the awards party on Saturday, November 8. For those whose spouses or loved ones can't get away from jobs or don't like overnight sailing, an ideal solution is for them to fly down to meet the arriving Ha-Ha'ers on Thursday, November 6, party with the fleet until Sunday, and fly home if necessary.

There are a couple of financial incentives to entering the Ha-Ha. First, entries get all kinds of swag — T-shirts, caps, navigator's bottle, tote bags, food and beer, and other stuff. And there are usually discounts on products and services — often including berthing on the way to the start in San Diego. And based on past experience, priority on getting a berth in the often jam-packed Cabo Isle Marina in Cabo is based on the order in which boats sign up for the Ha-Ha. So it usually helps to sign up early.

Interested? To get your entry pack, send a check for \$15 made out to Baja Ha-Ha, Inc., along with a self-addressed 9x12 envelope with \$3 worth of stamps on it, to Baja Ha-Ha, Inc., 21 Apollo Road, Tiburon, CA 94920. Regular mail only, please — no certified or 'signature required' letters. The Ha-Ha folks have no telephone, so don't try to call. The entry fee for the Ha-Ha is \$249, with a discount price of \$199 for boats under 35 feet and owners under 35 years of age. Nobody has ever complained that it wasn't a good deal.

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steinke's

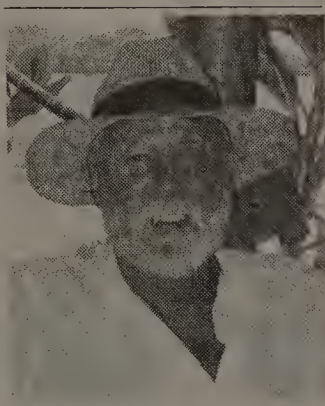
Sailors in virtually all the world's oceans mourned the passing in late February of Richard Steinke, 70, whose name has long been synonymous with the wooden classic, *Isobar*, which was formerly based in Sausalito. Bright-eyed, witty and occasionally cantankerous, Richard was a larger-than-life character whose passion for exploring far flung destinations was insatiable until the end. Not long after sailing from Thailand to the Philippines — where few yachtsmen dare to travel these days — he was hospitalized, and eventually died from a virus in his heart, despite receiving what he described as excellent medical attention.

A lifelong sailor, Richard spent the past 12 years cruising around the world, and frequently shared his experiences in these pages.



last adventure

(The most recent contribution was *Thailand Interlude*, which appeared in our January, 2003, edition.) Over the years, Richard's adventures were shared with a wide variety of crewmembers who credit him with exposing them to exotic destinations and cultures. "I think he was Horatio Hornblower reincarnated," says his daughter Jessica Hickey. "He knew that doing what you love is often a sacrifice, and he wasn't willing to compromise that. It is a lesson for all of us to pursue



Richard Steinke.

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ha-ha — cont'd

The entry packs themselves will be sent out by June 1.

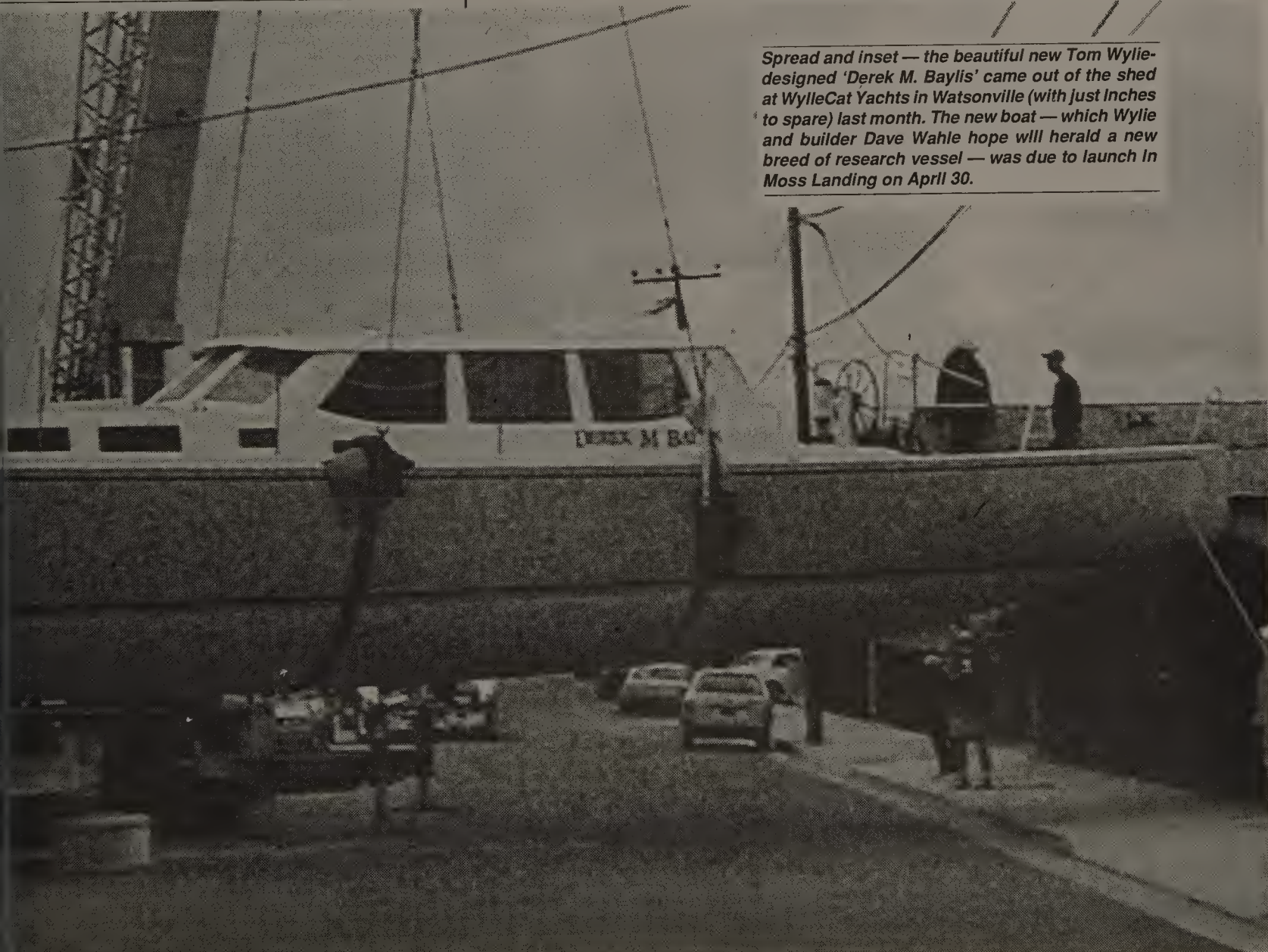
For the ninth year (he missed one), the Wanderer has agreed to serve as the volunteer Grand Poobah. "I wouldn't miss it for anything," he says. For the seventh year in a row, *Latitude*'s 63-ft catamaran *Profligate* will serve as the mothership. If anyone is interested in crewing aboard *Profligate* on a shared-expenses basis — there are some significant expenses — there may be a couple of spots available. Contact richard@latitude38.com.

around alone — down the homestretch

Marina del Rey's Brad Van Liew was on the brink of a complete massacre of Class II of the '02-'03 Around Alone Race. Sailing the 50-ft *Tommy Hilfiger Freedom America*, he had obliterated the competition in each of the previous four legs of this singlehanded round-the-world race, and at this writing was within days of finishing so far ahead of the four other boats in his class that he had actually 'lapped' some of the 60-ft Class I boats. This is the most amazing performance by an American in this race's 20-year history, eclipsing even legendary Ameri-

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Spread and inset — the beautiful new Tom Wylie-designed 'Derek M. Baylis' came out of the shed at WylleCat Yachts in Watsonville (with just inches to spare) last month. The new boat — which Wylie and builder Dave Wahle hope will herald a new breed of research vessel — was due to launch in Moss Landing on April 30.



SIGHTINGS

around alone — cont'd

can solo sailor Mike Plant, who scored a 1,2,1,2,2 record to win Class II in the '86-'87 race (then called the BOC).

In Class I, a similar scenario was playing out. Switzerland's Bernard Stamm on *Bobst Group Armor Lux* was due into the finish in New York literally within a day of this issue going to press. He had also led on every leg, although he dropped to second in Leg IV after stopping briefly for repairs.

But perhaps the most thrilling race-within-a-race at presstime was

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steinke

the things we love."

"He taught me to have courage when the going got rough," recalls longtime friend Pam Brown, who thinks of Richard as a classic old-school sailor. "He even brushed his teeth with salt water!"

Family members hope to find a buyer for *Isobar* who will pamper her with the TLC she deserves. Although the 45-ft



— cont'd

sloop is currently in Manila, she will probably be delivered back to Phuket, Thailand, and will soon be for sale there. (Interested parties may contact Jessica Hickey: jhickey@olympicassociates.com.)

A memorial gathering for Richard Steinke is expected to take place in Sausalito sometime this summer. Those

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Brad Van Liew aboard 'Tommy Hilfiger Freedom America.' No one has so dominated an Around Alone class since Phillipe Jeantot.

WWW.MARINEPICS.COM

around alone — cont'd

for second place in Class I — a drag race the last 1,000 miles between Italy's Simone Bianchetti on *Tiscali* and the Bay Area's Bruce Schwab on *Ocean Planet*. Those of you who have been following Around Alone, which started last September in New York Harbor, will know that the shoestring-budget *Ocean Planet* program has been plagued with gear problems the entire race. This leg, *OP* is holding together — and holding her own. As this was written, Bruce was in third place, 26 miles behind *Tiscali* and going a knot faster. Those two boats still had 1,000 miles to go, so of course anything could have happened by the time you read this. But we were sure rooting for Schwab. Although he would finish last in the overall standings, a good showing in this last leg would go far toward 'proving' his theory that narrow boats have a place in long-distance ocean racing — and toward helping realize his dream of doing the next Vendee Globe, the singlehanded, nonstop race around the world that starts in France in the fall of 2004.

Look for a wrapup of Around Alone 2002-'03 in the next issue, and interviews with both Schwab and Van Liew soon after that.

digital cameras — it's time

It's time. If you haven't already switched to digital from film for your sailing photography needs, the introduction of the Fujifilm 3800 means there is no need to wait. This small and light beauty is simple to use, takes sensational photos in even the 'point and shoot' mode, is capable of film-quality 8x10 enlargements, and sells for just under \$400. It also has an excellent built-in flash, allows you to record 30 seconds of audio with each shot, and records movies. There are also two things that sets this little Fujifilm camera apart from the other excellent digital cameras in its class: 1) Despite its very small size, it has a very good built-in 38 to 238 mm zoom lens; and 2) Fujifilm color. The latter means that this \$400 camera produces more people pleasing color shots than do the two Nikons we have that cost 10 times as much. This is particularly true with the blues and greens that are so important to sailing environment photography.

Like all digital cameras costing less than \$2,000, the Fujifilm 3800 has two notable drawbacks. The first is shutter lag. This means there's about a half-second delay between the time the shutter button is pushed and when the image is captured. So if you're trying to get a photo of two boats crossing, you have to time it to get the magic instant. Or if some woman throws you a very provocative pose for about half a second, you're probably going to miss it. While even \$10 disposable film cameras don't suffer from this problem, it's just the nature of the beast with all digital cameras under about \$2,000.

The other inherent negative — excuse the pun — with digital cameras is that the current technical limitations of the CCDs that capture the light for them is such that it's impossible for them to be wide angle. In their standard form, they all offer the same focal length equivalent of about 35 mm on a film camera. It's possible to get add-on lenses or adaptors that give you more of a wide angle, but it's still limited. This is unfortunate, because what cruisers need more is a wide angle rather than telephoto capability.

Despite both of these drawbacks, all the other advantages of digital cameras outweigh them by a ton. If you're not sure why you should switch to a digital camera, here are some reminders:

1) You won't ever need to buy film or pay for processing again — which amounts to huge savings. With digital cameras, you use the same media card over and over again.

2) After each shot, you can instantly check to see that the image came out the way you hoped — meaning the people have good expressions on their faces, are in focus, and that the exposure was good. If you don't like what you got, erase that one instantly and reshoot as many times as you want.

3) It's easy to store and retrieve images. Instead of having a bunch

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SIGHTINGS

digital — cont'd

of prints in assorted shoeboxes and photo albums at home and on your boat, you can keep digital photos on your computer or external hard drive. As long as you date and label each file, it's easy to find them. Here at *Latitude*, we can find any photo we've taken in the last three years in less than a minute. You can also store your photos on the web for all to see.

4) It's easy and inexpensive to make countless prints, and it's easy to send photos to friends from your home or an Internet cafe.

5) Using any simple photo program, it's not difficult to improve bad exposures, crop photos, level horizons — and even eliminate crewmembers who have fallen out of favor. Plus, you can make use of all kinds of artsy effects to jazz up your photos.

For those of you who just want to be told which digital camera to buy, we'll say the Fujifilm 3800 — because we think it's a great value and has all the features that 90% of sailors need and want. It's just a terrific big-bang-for-the-buck digital camera. But if you want to do your own shopping, here's what we suggest you look for:

1) A minimum of three million pixel capability, which will permit you to make terrific prints up to 8x10 and sometimes even 11x14. Here at *Latitude*, we also have some cameras that have six million pixel capability. We *never* use it because we're not shooting for extreme blow ups — and because we don't want unnecessarily large photos to fill our media cards and bog down our computer. Three million is all the resolution anybody but pros need. In fact, having more than three million pixels is like having more than 400 hp on your car — it does more harm than good.

2) The greater the optical zoom, the better. The standard 3X zoom is merely satisfactory. The Fujifilm 3800's 6X zoom is far superior. Beware! So-called 'digital zoom' is a complete fraud. Once you get back to your computer you have infinite 'digital zoom' — but with the associated jaggies that come with it.

3) Nice color. Different brand digital cameras have very different color. Although all have improved greatly since the early models, we think Fujifilm's colors are superior — particularly for blues and greens — to Nikon's.

4) Get lots of memory. The standard memory that comes with digital cameras is 16 megs, which these days is all but worthless. Throw it away and get 128 or 256 megs, which will allow you to take 130 to 280 shots at 3 million pixels before you have to dump them into your computer or other storage.

5) A built-in flash — which comes standard with any decent digital camera these days. By the way, take five minutes to read the part in the manual about the different kinds of flashes, as they can make your photos much better. For example, when shooting faces outdoors, always use a fill-in flash.

Digital cameras are to film cameras what modern computers are to slide rules — tremendous improvements on devices that themselves were terrific to start with.

short sightings

THE WEST COAST — Preliminary indications are that the gray whale population is fat, happy and increasing. From 1998 to 2002, emaciated-looking whales were common, and many groundings — some 600 in that four-year period — were reported. Scientists postulated that the krill supply could not support any more whales, or even that the El Nino of 1997-'98 cut the normal production of krill in Alaskan waters. At any rate, so far this year, spotters keeping track of the north-bound migration report that the big animals all look healthy and well-fed. Hopes are that the population, which has plummeted from 26,600 to 17,400 in the last three years, will soon swing back into the black.

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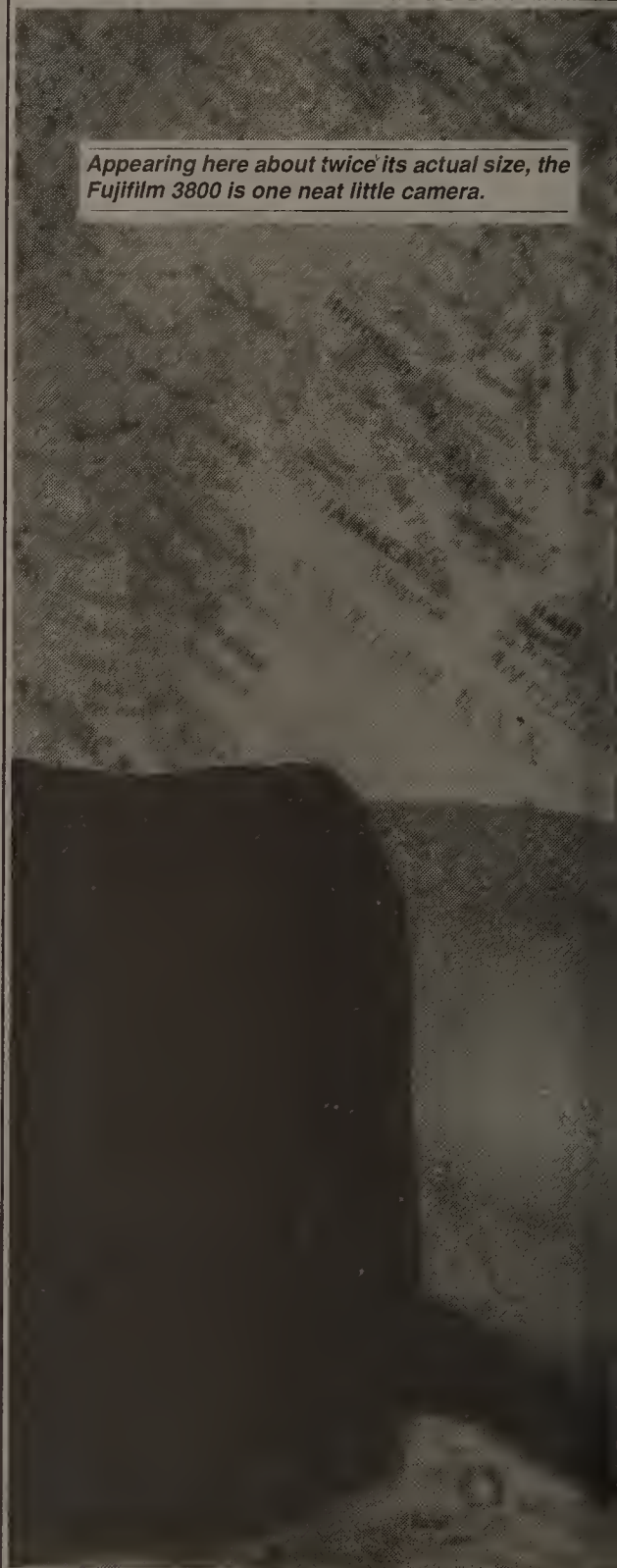
steinke

interested in attending may contact Pam Brown at pamela.brown1124@sbcglobal.net. Donations in memory of Richard may

when life

Latitude is planning to run the mother of all 'Boat of the Month' articles on the Cal 40 in the next issue. Research is currently underway. If you have a good Cal

Appearing here about twice its actual size, the Fujifilm 3800 is one neat little camera.



— cont'd

be made to the Center for Wooden Boats in Seattle, 1010 Valley Street, Seattle, WA 98109-4468; email: cwb@cwb.org.

began at 40

40 story or memory that would help 'define' this amazing boat's place in sailing history, we would like to know about it. Please drop a line to johnr@latitude38.com.

shorts — cont'd

FYI: the Pacific gray whale makes one of the longest migrations of any known mammal — 8,500 to 11,000 miles round trip from Alaska to Baja (where they calve during the winter) and back.

ENSENADA — We're old enough to remember the flying boats that used to rumble to and from Avalon in the old days. And the beautiful steamer *Catalina*, which often arrived at her namesake island to the music of big bands and blasting foghorns. The flying boats are long gone, but the *Catalina* lived on as a short-lived tourist attraction in Ensenada. She sank in shallow water in 1997 and — despite the well-meaning efforts of the Dana Point-based SS *Catalina* Preservation Association — may soon end up as a different kind of tourist attraction. .

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shorts — cont'd

. for divers.

The 301-ft, steel-hulled *SS Catalina* was commissioned by chewing gum magnate William Wrigley and launched in 1924. Over the next five decades, the Great White Steamship, as she was nicknamed, ferried more than 20 million tourists back and forth between Avalon and the mainland. Her only brief departure from duty occurred during World War II when she came north to transport troops to and fro across San Francisco Bay. The ship took its last trip in 1975. A Beverly Hills real estate developer bought the ship as a Valentine's Day gift for his wife (!) in 1977. In 1985, it arrived in Ensenada and the developer, Hymie Singer, opened it as a floating bar and grill. That lasted only one season, and the ship was abandoned after that. It has been deteriorating steadily since. The sinking and vandals have taken a toll and sea lions lounge on the half-submerged decks where bands used to play and lovers got married.

As well as being an eyesore, the *Catalina* is now in the way of a large marina and hotel development that planners hope will revitalize the Ensenada waterfront. The *Catalina* Preservation Association hopes to raise the estimated \$1.5 million it will take to raise, stabilize and transport the ship back to Los Angeles, where they hope she can one day be restored and converted into a cultural center. Ensenada Port Chief Carlos Jauregui says he's heard that many times before. If she's not retrieved soon, Ensenada authorities say they will likely sink her somewhere close by as an artificial reef for visiting scuba divers. One way or the other, the fate of the *SS Catalina* will likely be decided by midsummer. (For more on the ship, the schedule and the *SS Catalina* Preservation Association, log onto www.sscatalina.org.)

BUJUMBURA, BURUNDI (AFRICA) — Another overloaded ferry, another storm, another horrid death toll. A ferry built to carry 100 but which had half again that many aboard capsized in stormy conditions on Lake Tanganyika on March 22. Forty-one people were rescued; 111 — many of them women and children — drowned.

HONG KONG — In what may be a first in ocean racing, the San Fernando Race, a 480-mile sprint from Hong Kong to San Fernando in the Philippines scheduled to start on April 17, was cancelled this year due to concern about the spread of SARS — Sudden Acute Respiratory Syndrome, the 'new' flu-like disease that has killed more than 100 people since its suspected Hong Kong outbreak earlier this winter. Apparently, the cancellation came just days before the start when the governor of La Union (the Phillipine Island where San Fernando is located) withdrew permission for any boat from Hong Kong to land. In place of what was to be the 14th annual running of this race — traditionally held over the long Easter weekend — the Royal Hong Kong Yacht Club was at presstime scrambling to finalize a 200-mile replacement offshore race for the San Fernando. Most of the 37-boat fleet were expected to take part. But even that was 'up in the air,' so to speak, as Typhoon Kujira steamed toward the area packing 130-mph winds.

NEVADA — In 1997, the Truckee River overflowed its banks and filled up an abandoned rock quarry near Sparks. When the water receded, underground aquifers took over, and today, Sparks Lake is an unlikely 80-acre jewel sparkling in the desert sun. And where there's water and wind, can sailors be far behind?

In a word, no. Even before the City of Sparks had designated 100 acres of parkland surrounding the lake, local boaters tapped — and capped — its potential by restricting recreational use to only sail or paddle craft. No powerboats allowed. Local transplanted sailors like Roger Jones invited others up with an eye toward establishing a community sailing program. And with help from guys like *Catalina* Yachts founder Frank Butler — who offered a great deal on half a dozen 14.2 dinghies — the Sagebrush Sailing Academy was born. Now in its second year, the SSA has six *Catalina* 14.2s and about 20 El Toros. (The goal is to triple those numbers in the next few years.) They've brought on board local Boys and Girls Clubs, YMCA and ROTC programs. And

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masters of

We were once asked: if we had to pick just one spectator event that best showcased 'Bay Area sailing', what would it be?

With all due respect to the Big Boat Series, it was, and still is, the Master Mariners Regatta, held every Memorial Day Saturday since about the time of the Pharaohs. Here's our thinking: 1) It is a feast for the eyes with wooden craft of all sizes and rigs heeled over, spray flying. 2) It is a short 'history lesson' with some of the oldest and most famous yachts in the area recalling an era when working ships would compete against each other in the



the universe

Bay in a day of fun (which also benefitted retired sailors and their families). 3) For some reason, the Master Mariners has always been one of the Bay's luckiest regattas windwise — there always seems to be lots of it. 4) It is more fun than a barrel of bobcats. For instance, the big boats have the option of rounding marks — or hitting them with potatoes.

This year's Master Mariners is May 24. An excellent vantage point is the lee of Treasure Island, where you can watch as the boats come barreling down the home-stretch. Take some friends. It's a kick.

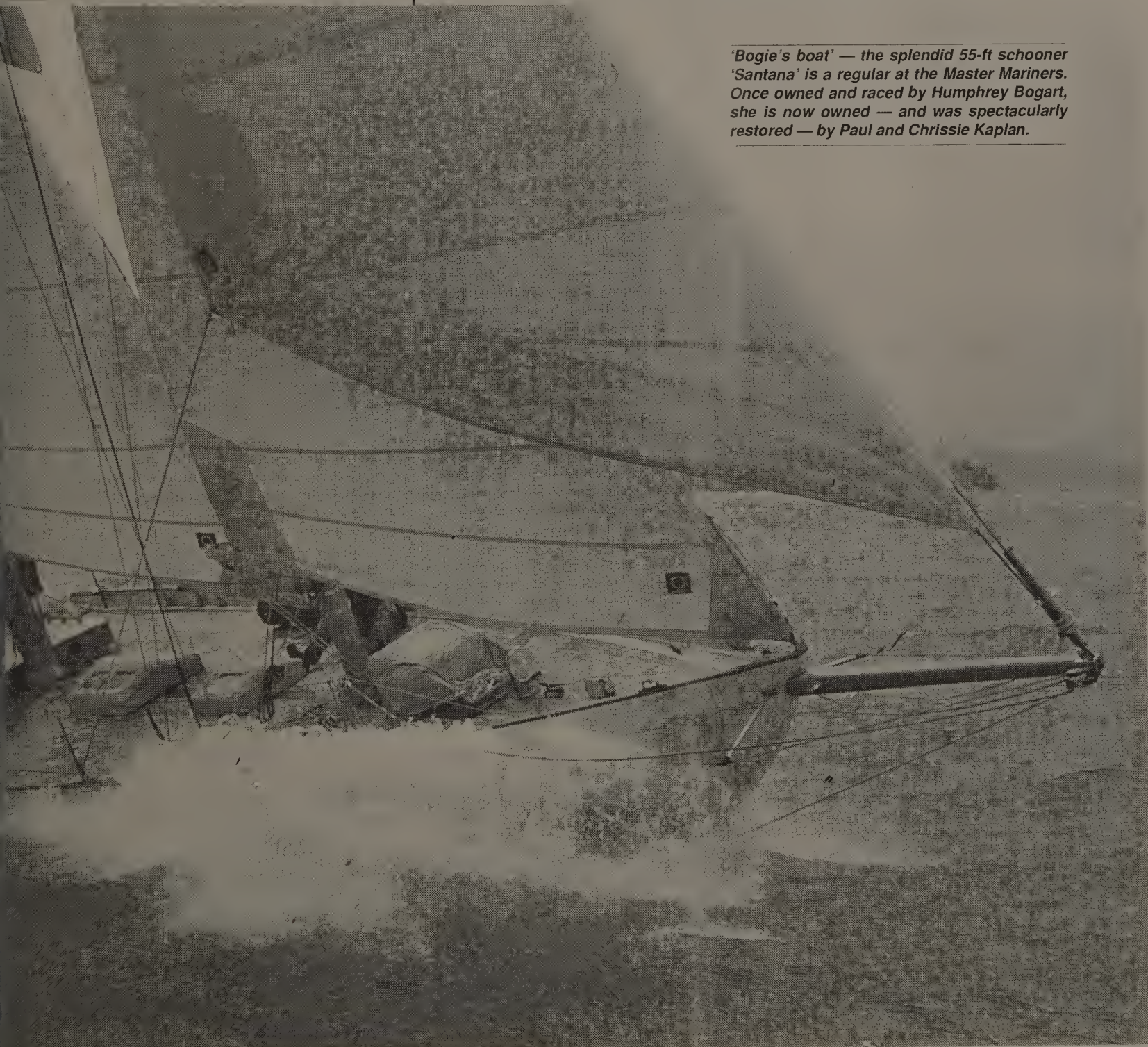
shorts — cont'd

now, many area residents from 8-80, most of whom had never before dreamed of handling a tiller 10 years ago, are now happily learning the ropes of sailing.

The non-profit organization is now entering its second year of operation and is seeking funds to help purchase and maintain boats and equipment, support educational activities, and provide facilities at the Sparks Marina. A major fundraising dinner is planned for May 17th at the Sienna Hotel in Reno. Ticket prices are \$50 per person.

If you might be interested in helping the Sierra Nevada Community introduce the magic of sailing to a new audience, one way is to jump in your car and go check it out. If you feel like making a donation, you'll be happy to know the Sierra Nevada Community Sailing is a non-profit community education organization and all donations are tax-deductible. Call (775) 852-2320 for details.

'Bogie's boat' — the splendid 55-ft schooner 'Santana' is a regular at the Master Mariners. Once owned and raced by Humphrey Bogart, she is now owned — and was spectacularly restored — by Paul and Chrissie Kaplan.



THE CRUISING BUBBLE NEARLY BURST

Our dream has been to sail the Seven Seas, following the trades on a circumnavigation. But our cruising bubble may have burst in a very scary incident last month while at anchor on the coast of Colombia.

Our cruising dream started off well enough five years ago when we purchased our 39-ft cutter *Malaika* in Cape Town, South Africa. We spent a year in our homeport of Port St. Francis completely refitting her. We used recycled wood — some of it 800 years old — on the inside. Then we painted the outside new colors — a purple-violet and gray. It's a purple thing!

Four years ago we left South Africa, making the usual stops on our way up the South Atlantic, including the islands of St. Helena, Ascension, and Fernando Noronha. Our first call on the South American continent was at Fortaleza, Brazil. As we continued north, we stopped over at the famous Devil's Island, and then spent four months at Kourou, French Guiana. Kourou was very interesting, as we were able to explore the last bit of virgin rainforest on the planet — while still being able to view firsthand the nearly weekly satellite launches by the European Space Agency. The rocket launches were exciting — and the post launch parties were even better. Imagine an international conglomeration of super intelligent people celebrating First World successes in the jungle of South America!

Suriname was another interesting stop. Although the inhabitants of the Maroni River speak the Taki-Taki language, we were able to converse with them by speaking Afrikaans! We spent a weekend at a village where a little two-year-old cried every time she saw us — she claimed that we were devils! Along with everyone else, we slept on hammocks in rows. We were also fed the great local specialty of mypori — which is ant-eater.

As we approached the island of To-

bago in the lower Eastern Caribbean country of Trinidad and Tobago, the ocean water changed color dramatically to powder blue. Tobago was like living in a fruit salad, as it was covered with

"I assumed we might be killed that night. I decided that it would be all right. I'm 36, Chris is 37."

mango, avocado, and breadfruit trees. Everyone is welcome to pick all they want, as the ground is saturated with them. The fishing is also easy, so it's possible to almost live for free.

To anyone coming from the south, Trinidad is the gateway to the Caribbean, and we ended up there three times. Summed up in just one sentence, the Caribbean is a variation of blues, consistently hot, awesomely beautiful — and expensive. We sailed up the island chain and visited Carriacou, Petit Martinique, Petit St. Vincent, Union, Tobago Cays, Cannouan, Mustique, Bequia, St. Vincent, St. Lucia, Martinique, Dominica, Guadeloupe, Monserrat, Antigua, Nevis, St. Kitts, and Sint Maarten. As we did this, we seemed to meet up with the rest of South Africa, as there were plenty of Braai-vleis — what we South Africans call barbecues — beach rugby, sunny skies, and dinghy races.

The arrival of April meant a mass migration to the north or south to get out of the hurricane zone by June. We sailed south to Trinidad, hauled *Malaika* for a little work, then headed in the general direction of Panama. On our way, we stopped at the Los Testigos, Margarita, Tortuga, Los Roques, and Aves, all Venezuelan islands. In addition, we stopped at the so-called 'ABC Islands' of Aruba, Bonaire and Curaçao. Aruba is the kite-sailing mecca of the Caribbean, and since

we're virtually a travelling kite sailing school, it was a great place for us. While there, we adopted Takoon, a little beach dog who befriended us.

Having made many friends in Aruba, it was with heavy heart we said

goodbye and set sail for Cartagena, Colombia, the next stop on our way to Panama. After 72 hours of sailing west southwest, we decided to make a stop. Relying on a rough guide to the coast of Colombia written by the folks on the San Francisco-based Moorings 500 Pizzaz, we pulled into Point Morro Hermosa — the 'point of the beautiful little mountain'. By sea, it's 20 miles past Barranquilla and 50 miles short of Cartagena. Because of all the sailboats that have anchored there, it's known as Puerto Velero, or the 'port of sailing boats'. The area is only 10 years old, and was created when the government closed off part of the mighty Magdalena River to divert water elsewhere. The runoff came down to Hermosa and created a bay. There are no tourists, but lots of huts — like shade shelters — for fishermen that line the beach. It's a 30-minute rough drive over the mountain by 4x4 to get to Barranquilla, Colombia's second largest coastal city. The place is quite full on weekends, but totally deserted in the week. There's no fresh water, no shops — just black river silt and fishermen.

Having done 12,000 sea miles in four years, Puerto Velero is where the bubble of our cruising dream just about burst.

It happened just after midnight on March 27, my brother's birthday. Shortly after midnight, I was awakened by the sound of a boat's wake lapping against the hull of our steel boat.

"They're here!" I said to Chris.

"Who is here?" he asked.

"The freaking welcoming party!" I shouted.

Chris jumped up to close the hatch, and saw the first of six men armed with guns and knives board our boat. Knowing instinctively — as I now know factually — that all was not well, I had insisted that we lock the companionway that night. Since this could only be done from the outside, after padlocking it Chris had had to climb through one of our two hatches to get back inside the boat to go to sleep.

Both of *Malaika's* hatches are made of bulletproof glass, and we could see the boarders trying to smash the glass with the butts of their guns. Having apparently expected our companionway to be unlocked — as had been the case with three other cruising boats in the area that had been robbed in as many months



— the pirates hadn't brought any breaking and entering tools with them.

"Chris," they shouted, "open the door, it's the police."

Chris and I looked at each other in amazement — they knew who we were! At this point we'd only met five people at Puerto Velero.

Since the 'police' only had a little flashlight, they kept telling us to turn our deck lights on. We obviously weren't going to do that. While ransacking our cockpit, the pirates found a small brass port-hole and a dive weight. They tried — albeit unsuccessfully — to use the weight to break the lock open.

As this was going on, I was making nonstop mayday calls on VHF 16 and SSB 2182. Nobody was answering.

Just as with the theories about the ape men, our attackers evolved, and soon began to use the dive weight as a hammer on the back of a knife. And instead of trying to break the lock, they started trying to knife away the wood around it. But the teak was hard, so it took them almost an hour to accomplish it.

As this was going on, I continued my calls for help over the radio. I finally got a response from the Colombian Coast Guard, which asked me to confirm our position as being at Puerto Velero. After I confirmed it, we never heard from them again!

As time went on, the pirates became more frustrated. So two to a side, they tried to lift one of the hatches open. They managed to pry it up slightly — just enough so that Chris was able to deploy a can of professional grade mace into three of their faces! Chris continued to hang on the inside of the hatch, holding it down so that they were never able to



Chris and Lynn. Had the South African couple not had excellent water skills, they may not have survived the attack on their boat.

figure out that the hatch opens by sliding rather than lifting. It's probably what saved our lives.

Nonetheless, once they were able to dig around the wood on the padlock on our companionway, they were able to pull out the first and second splashboards. The third one always sticks. But with our companionway hatch still closed overhead, the only way they could have gained entry was by

crawling, and that would have made them very vulnerable. Chris and I decided that it was safer for them to call us out one at a time, rather than to have them come inside — after all, they didn't know what else we had to defend ourselves with.

When it became evident that they had the ability to enter, the panic Chris and I had been operating under suddenly evaporated. A calm came over us, and time seemed to slow down. It felt as though my ears were blocked, and my thoughts echoed inside my head. I as-

THE CRUISING BUBBLE NEARLY BURST

sumed that we might be killed that night. I decided that it would be all right, as I'd had many excellent innings, so to speak, and it was as good a time as any to die. I'm 36, Chris is 37.

Chris wasn't as resigned to dying as I. He took my hand and said, "When the companionway door opens, we'll go out into the cockpit. I'll go first. When you come out, don't stop to say anything, just jump straight into the water. I'll follow."

When they called us out, Chris went first according to plan. Three of the men grabbed him, and they struggled around the cockpit table. Chris was able to maneuver himself to the back of the boat against the rail. Since our boat's cockpit is large and open, it meant only one guy had room to try to tie him up. As the pirate attempted to tie Chris' hands together in front of him, Chris kept moving around to prevent it.

When they called me out, I crawled out. While I was still crouched over, one guy grabbed my arm. Taking what I thought might be my last look at Chris, I swung my elbow back as hard as I could at the guy grabbing me, crushing his balls. I hope he won't be having any offspring soon. In a continuous motion, I pulled myself forward and dove off the side of the boat. Hands brushed my body in an attempt to stop me, but they were too late.

Taking advantage of the distraction, Chris opened his hands and shoved the guy trying to tie him back into a bulkhead, causing the other guy to hit his head. Chris then back-flipped into the water, diving down as deep as possible. Hearing a splash behind me, I turned to see who was going to pop up to the surface. Soon I saw Chris right next to me!

"What are you waiting for?" he shouted. "Swim woman!"

There was very little moon that night, so it was dark. We couldn't see their boat,



Chris and Lynn want all cruisers to be aware of the dangers of Colombia. Generally speaking, only Cartagena is considered really safe.

which we assumed was tied up to ours. We swam for our lives, all the while waiting for them to come after us in their boat. But we made it safely to water shallow enough to walk in. I'd broken a toe, but Chris dragged me on.

We became exhausted as we ran down the beach, hoping to find our new friend Gustavo's house. But it was so dark that we ran right past it. Finally, we bumped into some fishermen, who sent a runner to Gustavo's so he could call the police. The police showed up two hours later.

By the time the police arrived, we'd learned that a large red fishing boat had fetched the six bandits — and just about all our belongings — from our boat. In the process, the fishing boat had collided with *Malaika's* stern pulpit and stanchions on the starboard side, and leaving behind some red paint and wood chips.

With that, the beginning of our problems were over.

I am reminded of a popular sign on garden gates that reads, "Never mind the dog, beware of the owner!"

At 3 a.m. we returned to *Malaika* with two policemen, while another eight officers stayed on the beach. We were given all of 10 minutes to assess the damage to our boat, after which we were forced — against our will — to leave *Malaika* to make a *denuncio* or legal statement at the Barranquilla police station.

When we returned to *Malaika* again at 6 a.m., we finally began to realize the magnitude of our loss: passports, boat papers, all the navigation equipment, dinghy and two outboards, eight kites, and two sewing machines (for sail and kite repairs). Those were the major items. Without our passports we couldn't leave, and without the kites we couldn't make money to replace our uninsured items.

Later that morning, we noticed a large police presence on the beach. Chris swam ashore to speak to the police about some evidence — the red paint and wood chips, as well as a balaclava, knife, and pair of sandals left on *Malaika*. While ashore, Edgar, the owner of a sailboarding school, offered to take us into Barranquilla. We left Edgar's cell number with a police lieutenant as a contact number, and also gave him the above mentioned evidentiary items found on

— NEAR BARRANQUILLA

Malaika. Then we headed into the city in search of a replacement GPS.

Edgar was a tremendous help. In eight hours, he managed to do the impossible: cash travellers checks without passports, buy a GPS, and establish that the one and only red wood fishing boat in the area has a permanent mooring at Las Flores. An old man on the jetty told us that the fishing boat had left the night before and hadn't returned.

Our last stop was at the Coast Guard office to inquire why they provided no assistance after their initial response to our mayday on SSB. We also wanted to purchase a chart of Cartagena, as all our charts — some 500 of them — had been stolen. We not only got zero help from the Coast Guard in Barranquilla, we got zero sympathy. One woman in the office, in fact, called us "gringos" — we're South African — before turning her back and slamming the door shut! So we left without answers and without a chart.

At 6 p.m. we returned from Barranquilla with newly acquired GPS ready to set sail for Cartagena — only to discover a police major and two other officers sitting in our cockpit. They had boarded our boat without permission. The major claimed that they had already arrested four suspects in the case. He pulled out a digital camera and displayed some images, asking us to identify them. Two of the men in the photos looked as though they could have been suspects — but it was difficult to identify them for sure from just a small digital image. The major then proceeded to take photos of us and our boat.

When we requested permission to sail to Cartagena, he said that it would hamper the police investigation. I explained that I now had fears about the area, and didn't want to spend another night in that anchorage. The major assured me that he would place an armed guard on the boat with us for the rest of the night. The major made four phone calls in the five-hour period. After each phone call, more police arrived.

After one of the calls, three other policemen and their drug-sniffing dog arrived. The dog handler brought the dog to the major, who shoved the dog's nose into his pocket — which was apparently filled with cocaine. After a sniff, the dog bolted to the bow of our boat — with the major and his five officers in fast tow. We had placed a towel with our dog

Takoon's most recent bowel movement near the bow — in the hope that she would start to poop on the boat instead of having to be taken ashore. The police dog found the poop — as did the policemen, who got it all over their black boots. With that, the dog bolted back to the cockpit, found Takoon's bowl, and devoured the rest of her food.

Que pasa! We wanted to know what was going on! When it became evident that this was not a normal investigation, I asked the major what his intentions were. The major insisted that it was all part of a routine investigation to recover our belongings. The major made two more phone calls, with the result that two more policemen — equipped with tools — also boarded our boat. *Malaika* was soon subjected to a five-hour strip search for drugs, all under false pretenses! Having already been victims once, we were being victims again.

We assisted the police in every way possible. Chris helped the two guys inside the boat, doing the drilling for them and helping them see that there wasn't anything behind the woodwork. Meanwhile, I entertained the other police outside, using my basic Spanish, but reverting to English when stuck. One of the policemen spoke English, and they all eagerly wanted him to translate, as I told them tales of our voyaging. All rolled with laughter at the punchlines — except the major. The rest of the police laughed openly, telling me I am a very brave girl. They told the major that we weren't smugglers, but he would angrily insist that the others keep searching.

With more demands for stories, I showed them the atlas and our route. I'm certain I won their affections by doing this and serving endless cups of coffee. When the major went down below for a minute, his own men commented on how rude and unfair he was being. The policeman who spoke English told me that the major and his men would be on the beach that night, and if we had another problem, I was to turn the lights on. I'm not sure how that would have helped, as the police didn't have dinghy. In fact, they had borrowed one from the very fishermen we suspected of being behind the attack on us, just to get out to our boat.

Finally, one of the officers made his

report to his superior: "No, my major, there are no drugs on this boat."

By now the major's intentions were very clear to us — he was hoping to bust us for drug smuggling. So I tried to reason with him. I pointed out that if we were traffickers, we would have perhaps painted our boat navy gray instead of

conspicuous purple! And that we would have owned a gun — with which we would have shot the bandits our-

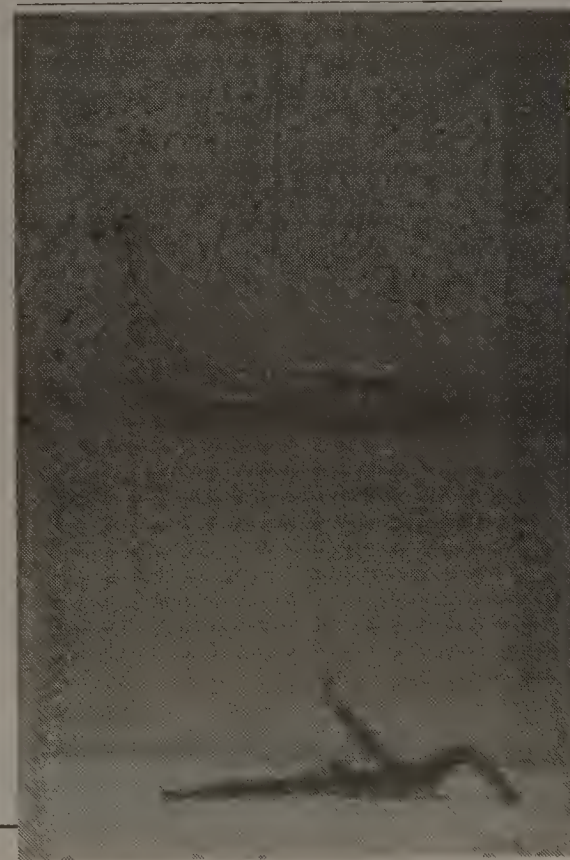
selves. As one of his own officers pointed out, I was growing herbs — aloe vera, rosemary, and basil — on the boat, not smuggling illegal herbs.

Our fear of the major planting some cocaine on our boat was very real. After all, he had put a lot of effort into finding drugs on our boat, and we didn't know how well he'd take the disappointment of failing. That fear had an odor, and I broke out in a cold sweat.

Finally, just before midnight, the major stood up and said, "*Vamos!*" Let's go. So that's how he handled his disappointment, by abandoning us. I begged him to keep his word by leaving a guard on our boat. He laughed and said that we were now safe because we no longer had anything left to steal! Further, he told us not to leave, as an officer would re-

'Malaika', Chris and Lynn's 39-ft South African cutter, on the hook in the Caribbean.

"Our fear of the major planting some cocaine on our boat was very real. That fear had an odor, and I broke out in a cold sweat."



THE CRUISING BUBBLE NEARLY BURST

turn in the morning so Chris could try to identify suspects. Then he left us in the dark, without a dinghy or radio, and with no way of locking the hatch.

A new fear—one that completely dispelled any fatigue I was feeling despite having not slept in the previous 50 hours—took over. My eyelids would not close for fear I would never get to open them again. I was too afraid to even blink.

The next day a policeman returned for Chris, but he wasn't able to identify any of the suspects. That afternoon we were allowed to leave for Cartagena.

Thanks to Candelaria Bennett, owner of the Club Nautico cruiser's marina in Cartagena, we've found a safe haven. She gave us a free mooring, food, and a sympathetic ear. 'Thank you' seems so inadequate.

We're continuing our fight, but now it's with bureaucratic red tape. After 10 days in Cartagena, we were unable to elicit a response from the police, port captain, or Coast Guard. And we even wrote the President of Colombia. The fact is that ours was the fourth boat in as

many months to be pirated in the same anchorage, by the same gang, with the same *modus operandi*. In fact, we had the good fortune of meeting Willie of *Morning Dew*, another skipper whose boat had been pirated in the same place. He told us that three American boats travelling as a convoy had also been attacked at Puerto Velero. They managed to get their complaint to the presidential level. The Admiral of the Colombian Navy was given carte blanche to sort the problem out. Obviously, he didn't solve the problem, but worse was his claim that he had.

We haven't seen any media or cruising guide coverage of these problems. Even the net on 8104—which reports on thefts and attacks throughout the Caribbean—advises that "all is well" in Colombia. It's not! And had they noted the recurring instances of piracy at Puerto Velero, we definitely would not have stopped.

In the last few days we've finally started to get some response. The Captain of the Coast Guard here in

Cartagena came to visit, listened to our story, and said he would have someone go to Barranquilla to investigate. We haven't heard an update yet. We also made the front page of *El Universal*, the Sunday newspaper here. The President visits Cartagena this week, and I'm still trying to get an audience with him.

We've already been cautioned that expecting any of our stolen goods to be recovered would be wildly optimistic. About all we can hope for is that the gang gets arrested—and that our story gets published so cruisers following in our wake are warned. Beware, Colombia is lawless!

Lastly, we have something to say to the residents of "one happy island"—as the Arubans like to call there home. "Gsst, aargh, shoo chooby, dushi!" For when Armando and the occupants of 'de hutz' heard about our experience, they did a beach collection and FedEx-ed us the money the very next morning. It was enough to help us see the light. Such unconditional giving as demonstrated by our Aruban friends is the very reason we are cruising.

—lynn morgan



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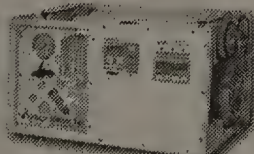
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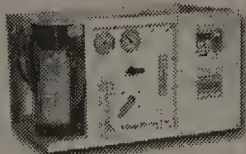
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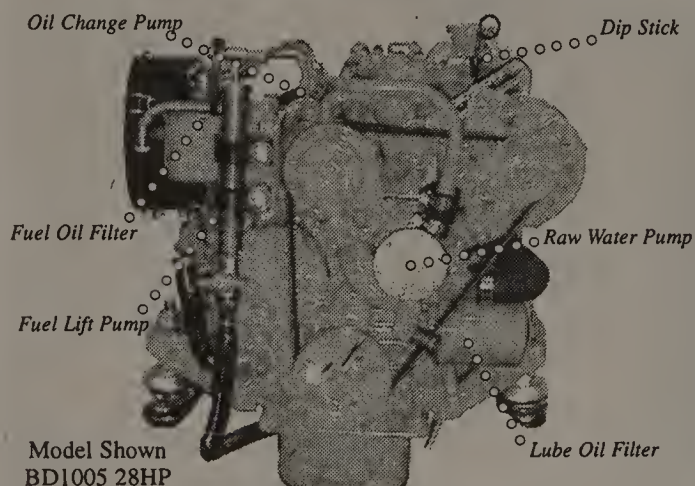
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DEALER INQUIRIES INVITED

TONY GOOCH

"So who's this Tony Gooch?" one *Latitude* editor asked another as they poured over the editorial chalkboard, attempting to plan the May issue.

"He's an old salt from Victoria, BC, who just completed a circumnavigation."

"Good for him, but that's not exactly earthshaking news these days," said his associate, seemingly unimpressed. "Are you sure it deserves a feature?"

"Well, he did it singlehanded."

"Hmm. . . Well that is something," said the second editor, still not quite convinced.

"Did I mention that he sailed nonstop . . . at age 63?"

"Really?"

It's a sign of the times that simply circumnavigating our vast planet will no longer bring out a brass band nor make magazine editors wide-eyed with excitement. But the trip Tony Gooch just completed aboard his 43-ft sloop *Taonui* definitely deserves to make headlines. When

he crossed his outbound track on March 25, he became the first person ever to complete a solo nonstop circumnavigation from the west coast of North America. Others have attempted it, but none have succeeded.

"Sailing around the world nonstop is, for me, the ultimate sailing challenge."

Gooch's time of just under 177 days doesn't put him in the same league with Vendée Globe superstar Michael Desjoyeaux, whose purpose-built rocket ship *PRB* made history in 2001 with a time of only 93 days, but Gooch's cam-

paign was of an entirely different nature. Following the George Mallory school of thought ("Because it's there!"), this jovial, unpretentious Canadian didn't attempt the daunting voyage to gain fame and fortune, but simply as a personal challenge — the "icing on the cake," as he says, of an ambitious 35-year sailing career with his wife Coryn.

While *Taonui* was definitely built for high latitude sailing in all weathers, her aluminum construction, full keel and 14-ton displacement reveal her owners' interest in safety and seakindliness rather than speed.

Still, it may be some time before Tony Gooch's record is broken, as the route he chose is arguably more difficult than the classic Europe-to-Europe route. Just look at a globe and you'll see why. Gooch had to charge south all the way to Cape



— QUIETLY MAKING SAILING HISTORY

Horn (56°S) before he could gain any easting in the Southern Ocean. As he explains, "When you get to the bottom of the Pacific, if you get a big southwest wind, which is very common, you immediately face the lee shore of Cape Horn and the current will be sweeping you back up the coast. And if you make a mistake, you'll end up between — quite literally! — a rock and a hard place."

By contrast, on the Atlantic route, you can steadily slide southeast as you approach Africa's Cape of Good Hope, at 34°S — 1,300 miles north of the Horn — then gradually descend into the tumult of the Southern Ocean.

"Another difference," says Gooch, "is that if you're coming from Europe, when you get to Cape Horn you've already been in the Southern Ocean for a few months, so you're really used to those extreme

conditions. But if you go from this side of the world — *bang!* — you're in it."

Once you are in the Southern Ocean, however, the lap around Antarctica is "essentially the same," says Gooch, regardless of where you enter it. For him, one of the highlights of the lonely months he spent in those desolate waters was the sighting of a massive 80-foot fin whale. "He came really close to the boat and stayed around for about 10 minutes."

Naturally, the solo sailor had to be constantly wary of icebergs, yet he found them to be as beautiful as they were dangerous. "I sailed really close to quite a few of them during the daylight because they were spectacular to look at." At night, his radar helped him steer clear of them. "On the eastern side of South America and almost halfway to Australia there is a lot of ice," he explains, "because a large lump of the Weddell Sea ice pack broke away about a year ago."

In addition to radar, of course, *Taonui* carries a substantial number of other aids such as Otto, a Simrad AP2000 autopilot; Albert, a Monitor windvane; and an apparently un-named Aerogen wind generator. Below-deck amenities include a comfortable salon and full galley, but *Taonui* does not carry a desal unit, so rainwater is collected whenever possible.

Gooch, who migrated to Canada from Australia at age 23, had no sponsors for this voyage, nor the sort of sophisticated shoreside support network that typically aids Vendée Globe campaigns. But he did have his loving wife Coryn in his corner. A seasoned bluewater sailor herself, she has probably traveled close to 100,000 offshore miles with Tony to such remote destinations as South Georgia Island, Antarctica and Spitsbergen. In fact, she once had to haul Tony back

COURTESY TONY & CORYN GOOCH



Time to celebrate. After nearly six months apart, Coryn and Tony are reunited — and they certainly deserve a glass of champagne.

on board after *Taonui* was rolled and dismasted off the coast of Patagonia.

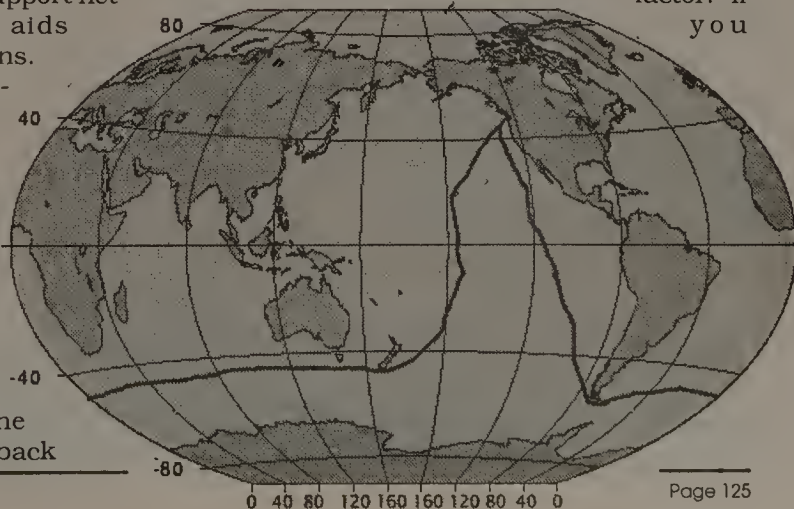
Coryn, who is originally from Scotland, not only helped him plan and prepare for this trip, but she emailed weather info to her husband daily (via Inmarsat C and Sailmail), acted as his 'press secretary' and updated *Taonui's* website with Tony's dispatches. We're told that folks from 48 countries were eventually monitoring *Taonui's* progress. (Although, how they first caught wind of it is a mystery to us, as Gooch seems to be anything but a publicity hound.)

Once clear of New Zealand, the bulletproof, deep-keeled sloop could finally begin heading north again. According to her skipper, though, the northbound leg is the hardest part of the Pacific-to-Pacific route. "You are essentially hard on the wind from as soon as you leave the Southern Ocean until you get to Washington." Also, unlike the relatively benign Atlantic, the Pacific has strong currents which, Gooch says, "tend to sweep you backwards and forwards."

Add to this unsavory mix the cyclone factor: "If you

Designed to withstand the punishing conditions of high latitudes, 'Taonui' was built of aluminum in Germany by Dubbel & Jesse (1989). She has three watertight bulkheads, a keel-hung rudder, a keel-stepped mast and is tiller-steered. She carries a fully-battened main and two roller-furling genoas, as well as a drifter and a cruising chute.

TONY SHERIDAN



TONY GOOCH

leave the west coast at the end of the hurricane season in the Northern Hemisphere, as I did, you will inevitably be coming up the Pacific during the Southern Hemisphere's cyclone season."

Ironically, though, the toughest patch of weather that Gooch faced

was between Hawaii and Victoria. "That was the hardest part of the trip, because I was sailing early in the season, so there was this tremendous series of lows coming off of Japan which really made it difficult." There was plenty of wind, however, giving him a fast homeward leg until the final days.

About 750 miles out — six days before crossing the finish line off Victoria



The man in his element: Not everyone has a photo of themselves rounding Cape Horn. And few of us would dare to sail there singlehanded.

this was the worst damage of the 24,362-mile circumnavigation. Tony cobbled the boom back together the next day and was able to use it cautiously for the rest of the trip. But before he could make his Victoria landfall — to the cheers of friends and well-wishers — the winds went frustratingly light. At least once Taonui was completely becalmed within sight of land.

— Taonui was running wing and wing under a triple-reefed main and roller-reefed genoa when a violent 50-knot squall hit at 0900. She rounded up and was broadsided by a wave, causing her boom to dig in and snap. It was bad luck but, amazingly,

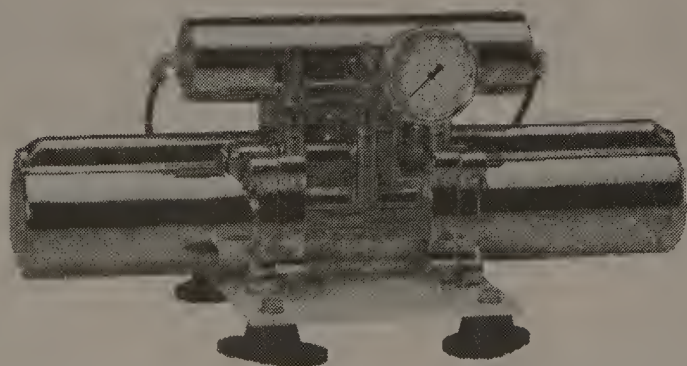
No doubt the final days of the voyage were filled with deep reflection. Tony sent this email dispatch three days before arriving home: "Sailing around the world nonstop is, for me, the ultimate sailing challenge. I have been very lucky that everything came together to give me the opportunity to have this great adventure. The right boat, an understanding and supportive wife, good health and good luck. It's been hard work at times, but very satisfying."

We've never met Tony Gooch, but even in a brief phone conversation, his light-hearted, unassuming nature shines through. In an era when some sailors are drawn to 80-million-dollar Cup campaigns, corporate sponsorships and television contracts, it's nice to know there are still a few old salts out there, quietly bashing around remote, watery wastelands just for the hell of it. Slocum and Moitessier would probably be impressed.

— latitude/aet

For more in-depth information on Taonui's rounding and the Gooches' incredible sailing career, see their excellent website: www.taonui.com.

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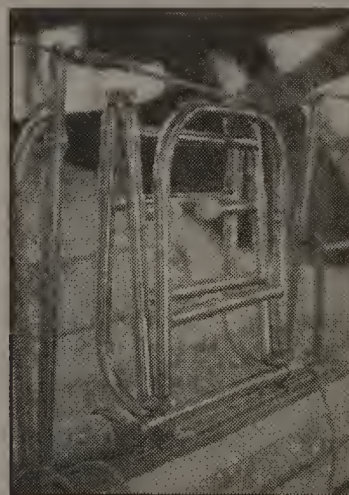


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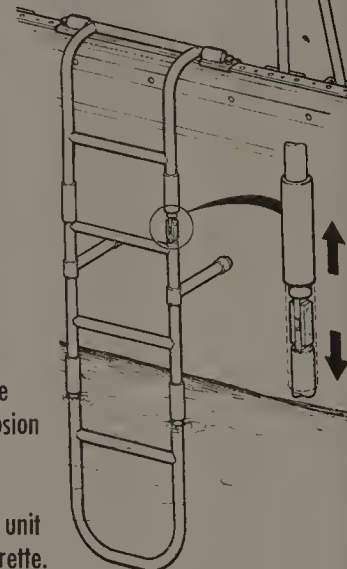


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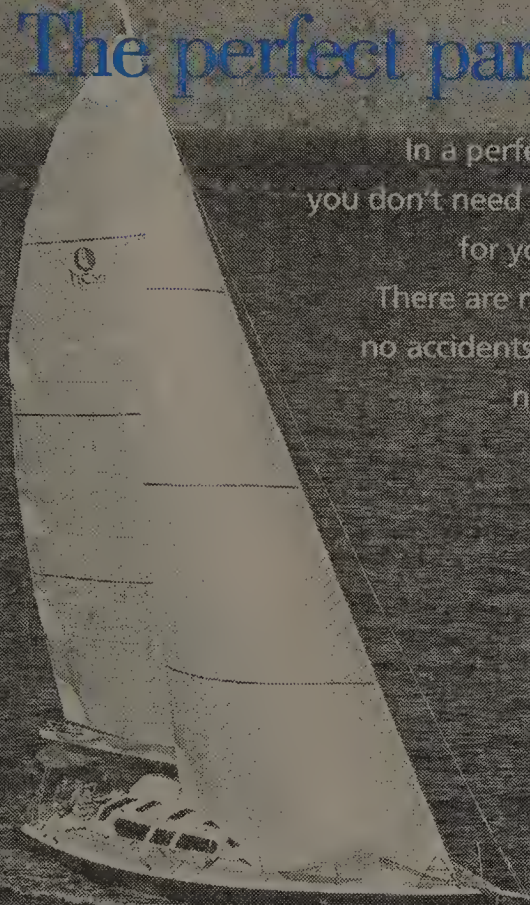
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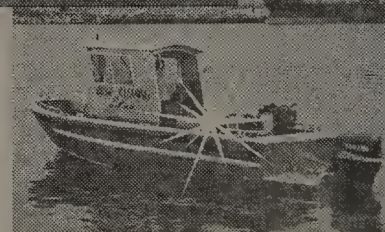
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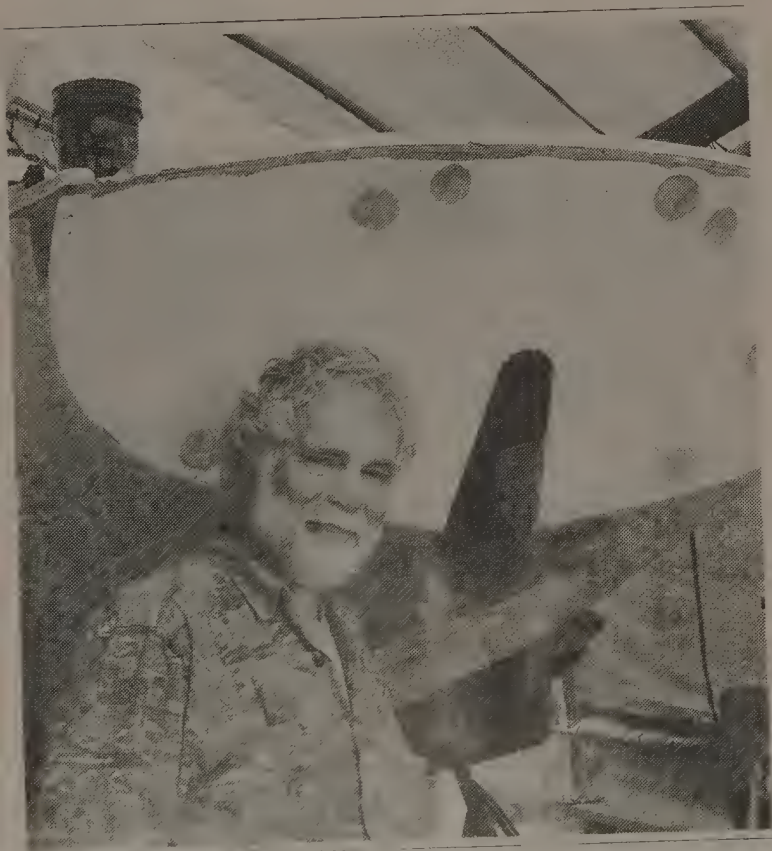
SPRING BOATYARD TOUR

Spring is in the air, or hadn't you noticed? And contrary to T.S. Eliot's famous comment that "April is the cruelest month" (Has anyone ever made it all the way through *The Wasteland*?), we actually like April. We associate it with fun stuff like April Fool's Day, Daylight Saving Time, the beginning of beer can races and baseball (how about those Giants?), Pacific Sail Expo, waterfalls and wildflowers on Mt. Tam, and, of course, filing our traditional extension on April 15 instead of doing our taxes.

Another thing we like about April is that it offers the excuse to take our annual pilgrimage around the Bay Area boatyards. As always, there was no method to our "research" — we simply jumped in the car on Easter Weekend and drove around to various yards, photographing and chatting up the first friendly-looking people we found working on their boats. We'd like to think that the following eight random "drive-by shootings" might, if taken collectively, give some indication of what's going on in the boatyards this spring.

Then again, maybe we're kidding ourselves. Either way, it was a fun and interesting way to spend the day — we got to meet some nice folks, see some cool boats and talk about our favorite subject, sailing. We enjoyed meeting everyone we profiled that day, and hope you enjoy meeting them, too.

— **latitude/rkm**



#388, Ariel — "I enjoy the process of working on boats as much as sailing," claimed Ebb Borregaard, the general manager of a Sonoma County private organic vineyard. "Though lately, after working on this project for the last year and a half, I think it's high time to go sailing!"

Borregaard, 70 years young, has owned his as-yet unnamed Ariel (ex-Sun Quest) for two years. He sold his former boat, a 29-ft wooden gaff cutter that he built himself, and bought his 1965 Alberg-designed, Pearson-built 26-footer through the *Classy Classifieds* in the back of this magazine. After sailing his Ariel out of Sausalito's Arques Marina for half a year, Ebb decided to do a top-to-bottom restoration, meticulously converting the boat from a daysailer into a singlehanded blue water cruiser ("My girlfriend has no use for sailing," he said by way of explanation, "and who else would want to go with me on such a small boat?")

A self-reliant "ex-beat, ex-hippie", Ebb is doing the work himself at the funky San Rafael Yacht Harbor, mostly on weekends. Realizing that it would take several years, he bought a \$600 gray plastic pre-fab tent structure ("The Cave") from a catalogue. "I can putter around even when it's raining," claimed Ebb, who exchanges information and advice with fellow Ariel enthusiasts at www.pearsonariel.org. The day we met him, he was working on his motor well, engineering a way to tilt his 8-hp, 4-stroke behemoth of an outboard into the slot he cut out of the transom.

"The Ariel is a beautiful, sexy design — sort of the Marilyn Monroe of small cruisers," laughed Ebb. "Well, same era anyway." Ebb hopes to be sailing again by next summer, going wherever the wind takes him.

— SAME AS IT EVER WAS



ALL PHOTOS LATITUDE/ROB

Hummingbird, Bird — Geoff Ashton, an Alameda environmental engineer, and his father Peter were hard at work on the hull of Geoff's 1932 Bird, hull #22 of about 28 built. "It's the oldest class on the West Coast, and it's still going along pretty strong," claimed Geoff, who steered *Hummingbird* to second in WBRA last year and first in the prestigious Woodies Invitational. "Another boat, *Oriole*, has been completely restored, and other Birds are talking about racing this year. We might have 8-9 boats on the line for some of the regattas!"

Geoff grew up racing on Chesapeake Bay aboard his father's Kirby 30. "My dad, who is now boatless in Denver, comes out and helps me each spring," explained Geoff. "It's a payback for all the work I did on his boat as a kid!" The Ashtons have been rebuilding *Hummingbird* in stages, running back and forth from Svendsen's to Geoff's garage shop, conveniently just a few blocks away.

Geoff bought *Hummingbird*, a derelict rotting in the Delta, two years ago. Last year's "theme" was to make the boat safe — the middle third of the hull was reframed, the deck and the rigging were replaced, and new hardware and new Pineapple sails were added. This year, the Ashtons are reframing the forward third of the boat and working on the floor and keel. "It takes the right attitude to own a wooden boat," said Geoff. "It's not the work, it's the enjoyment!"

Next to *Hummingbird* were two other classic woodies, the Yankee One Design *Flotsam* and the Herreshoff 28 *Chiron*. "Svendsen's is a great place for working on wooden boats," claimed Geoff. "The staff is really capable and helpful, and they've bailed me out when I've gotten in over my head. I'd recommend this place to all wooden boat owners."

Illusion, Cal 40 — Stan and Sally Honey, the First Couple of Bay Area sailors, were doing *Illusion*'s annual bottom job at Svendsen's, as well as checking their 10-year-old rudder bearings and prop shaft. They've got a busy summer coming up between the Coastal Cup in June, the TransPac in July, and a doublehanded delivery home after that.

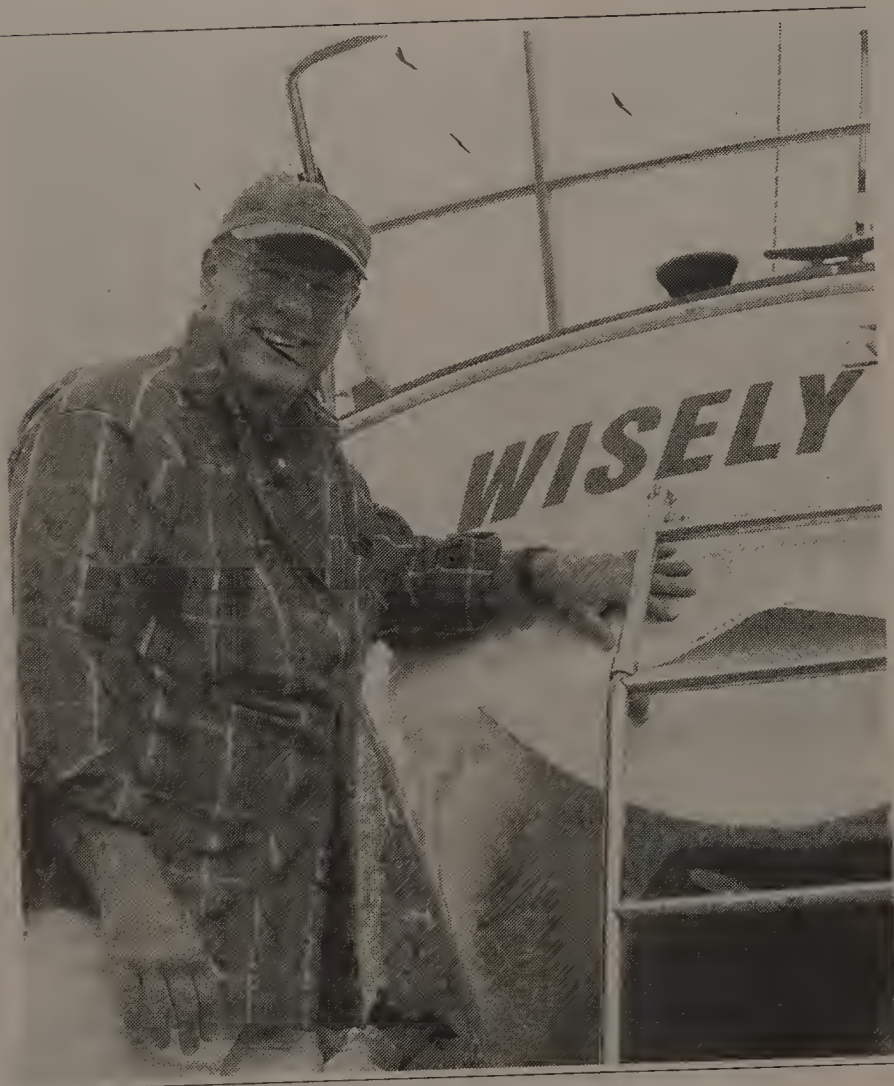
"How do you explain the turnout for the TransPac?" they marveled. "It's incredible, especially the Cal 40 class!" We figure *Illusion* will be the Cal 40 to beat, based on her crew (Stan and Sally, Skip Allan, Jon Andron and various sons) and race record ('96 Pac Cup doublehanded and overall wins, '94 Singlehanded TransPac overall win). They've also added a new kite and 150% to their sail inventory, and feel confident — especially after just coming through the nuclear Duxship Race unscathed — the boat will be able to handle the trip again.

Stan, a technology entrepreneur, and Sally, owner of the Spinnaker Shop in Palo Alto, discovered *Illusion* languishing at Moore's Reef in 1988. They restored the boat, hull #57, for two years, and debuted her in the '90 Pac Cup. They've since campaigned — and won — in every possible venue (OYRA, HDA, SSS, etc.), and even spent several months cruising in the Northwest. "It's gratifying to see this Cal 40 revival," said Stan. "I grew up in Southern California during their winning heyday, and have always felt they were a great boat."

Stan, one of three Americans on the new ISAF committee charged with developing a new international grand prix rule, is currently on a one-time excused absence from his normal summer duties as *Pyewacket*'s navigator. "Roy (Disney) understands that this is a unique opportunity for us to race our own boat in a one design class in the TransPac," he explained.



SPRING BOATYARD TOUR



Wisely Done, C&C 36 — Sausalito building contractor Bill Wisely is back into sailboats again after straying briefly to the dark side (he and wife Merikay owned and lived on a 45-foot trawler until recently). "After chartering a sailboat on Lake Superior last summer, we got the bug again," explained Bill, who was happily applying boat name and hailing port decals on the transom of his new boat at Anderson's when we happened by. It turns out Wisely had just bought the 1979 deep-keel C&C 36 though local yacht broker (and fellow Sausalito YC member) Robert Marotta the day before. "Merikay hasn't even seen the boat yet," said Bill. "She's been back in Minnesota, and I'm off to the airport to pick her up in an hour. I'll take her straight back here — I hope she likes it!"

Wisely admits to a compulsive streak ("In 1971, I went sailing for the first time on a Sunday afternoon back in Minnesota. I bought my first boat the following Tuesday!"), and claims to thrive on upheaval and chaos — which may explain why he buys and sells boats often. He's owned a bunch of little boats, as well as an Islander 36, a Cal 39, a Jeanneau 41, and a Hylas 44, which he took on the '98 Baja Ha-Ha. "I love boats and being on the water," claimed Bill, though he admits that a season in Mexico was enough cruising for him. "This new boat will be mainly for just sailing around the Bay and Delta. We'll probably do a few of the Tuesday night beer can races, too."

Wisely, a hands-on guy, plans to upgrade the interior — wood, wires, upholstery, the works — of *Wisely Done* this summer, doing the work at his shop in Arques Shipyard. However, that shouldn't keep him from daysailing often. "We'll be out of here and sailing in just a few days," said Bill enthusiastically. "I can hardly wait!"

Gloriana, 42-foot Herreshoff schooner — "We discovered that teredo worms have been attacking our hull up inside the rudder post, the only part we couldn't really protect with bottom paint," explained Mark and Nancy Schimmelman, who were hauled out at Berkeley Marina. "We'll be out about a week longer than we anticipated — well, it's always something!"

Gloriana was designed by Nathanael Herreshoff in 1889 and built many years later, in 1949, in Tiverton, Rhode Island. The Schimmelmans have owned the classic oak-on-fir double-ender for 16 years, buying the boat in Panama City, Florida, after searching the East Coast for a wooden schooner. Eleven years ago, they completely gutted the boat and did a total refit, cruising down to Mexico and back when the job was done. Mark, a software engineer, and Nancy, who works at UC Berkeley, used to live aboard their sailboat, but now reside on a powerboat in Emeryville. *Gloriana* is parked next door — the best of both worlds!

Mark showed us pictures of the boat's 1949 launching and their refit, and gave us a tour of the boat, which features many original bronze fittings, including two ancient '40s-era Merriman roller-furlers. "Unlike a lot of old boats, *Gloriana* goes sailing all the time," claimed Mark, a former Star racer and Cal 25 owner. "We love to just reach around the Bay — the more wind the better! In fact, you had a 'lookin' good' picture of us doing just that in your November issue. We even called and bought that picture from you!"



— SAME AS IT EVER WAS



Wildfire, Ranger 37 — "I was looking around on the internet last fall for an Islander 36 when I stumbled across this boat," explained Doug Cefali, the proud new owner of the custom 1974 Ranger 37 *Wildfire*, formerly campaigned on the Bay for many years by John Clauser. "The boat had been in San Diego, and then Florida the last five years. It basically draws too much — 6 feet — for back there, and the owner wanted to move up — so the price was right!"

After taking delivery of *Wildfire* in St. Petersburg in March, Cefali, his wife Mary, 9-year-old daughter Lauren, and 6-year-old son Will spent two delightful weeks gunkholing around the Florida Keys. "It was a blast, and with the deeper rudder and bulb-keel, the boat sails really sweetly," claimed Doug, a contractor from Pleasant Hill. "We did a lot of fishing, went snorkeling on reefs and shipwrecks, sightseeing in Key West — the whole package, including running aground a few times. It really is shallow back there!"

Wildfire had just arrived on a truck at Nelson's Boat Yard the day before, and Cefali was excited to begin tinkering with his first big boat. "We were basically dinghy sailors before this, sailing Snipes and, lately, a Vanguard 15," he explained. "My daughter also sails an Opti out of Encinal, our yacht club. But the whole family is looking forward to cruising on the Bay and Delta, and maybe some casual racing as well."

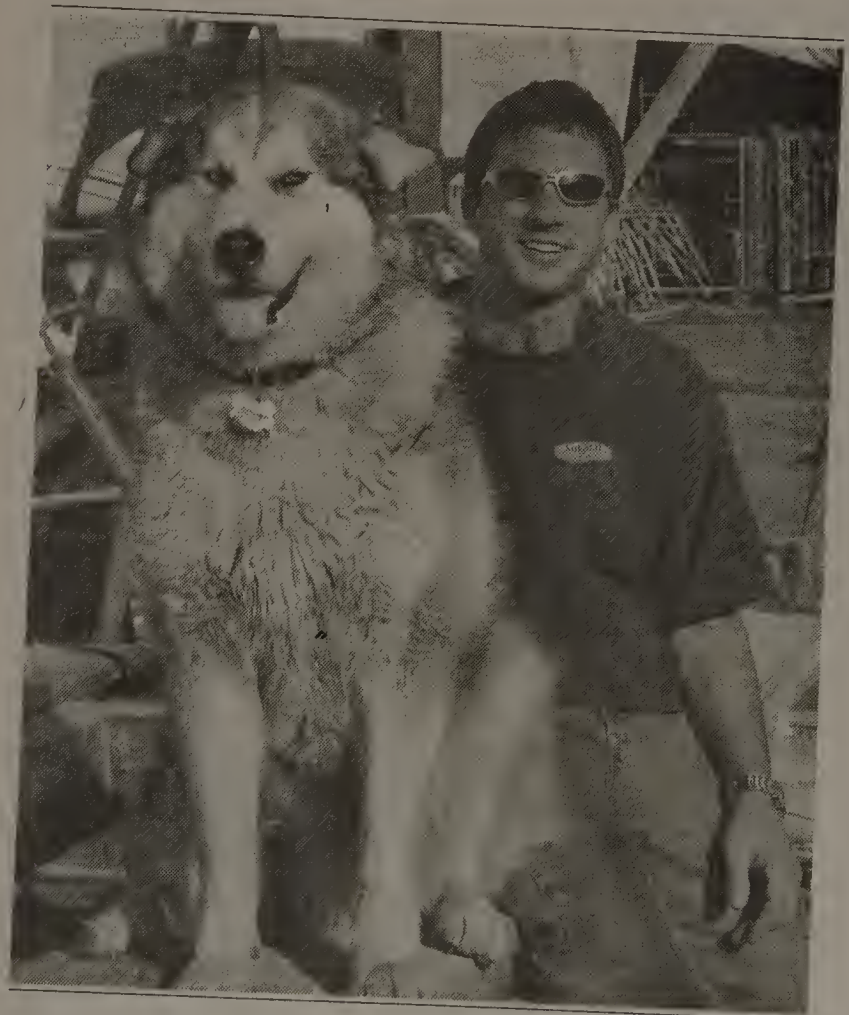
Immediate plans for *Wildfire*, which will be kept at Grand Marina on the Estuary, include a bottom job (Nelson's), new standing rigging (Svendsen's) and a new Hood main and 150%. "I grew up sailing Sabots at Balboa YC in Newport Beach, and Alan Andrews was our head sailing instructor," said Doug. "As a teenager, I crewed with Robin Sodaro on his family's Ericson 35 *Andiamo* — and now, about 25 years later, I'm buying sails from him."

Bullet, Express 37 — "The pressure's on!" claimed Brendan Busch, new owner of the 1985 Express 37 *Bullet*. "St. Francis has selected my boat — with me steering — to defend the San Francisco Cup against Mark Dowdy and *Eclipse* on June 7-8. I still haven't sailed this boat yet, or even raced an Express 37 before. The joke — at least I hope it's a joke — is that I have to pay for the Saturday night banquet if we lose!"

Busch, whose boat was on the hard at KKM and dwarfed by the nearby *Pegasus*, will have done two regattas before the match race — the fun Vallejo Race and the hardball Elite Keel. He'll race his other boat, the Express 27 *Attack From Mars*, in the Memorial Day Regatta. Meanwhile, his class-winning Santana 35 *Ice Nine* is actively for sale, and his Inter 20 beach cat sits at home. (Busch, a three-time veteran of the brutal Worrell 1000, was sorry that the race was cancelled this year. "I was invited to do it with Rod Waterhouse, a three-time winner," he said. "I think we would have done really well!")

At last year's Big Boat Series, Busch, obviously a natural sailor, jumped on the Beneteau 40.7 *Mojo Rising* sight-unseen and won that class. *Bullet* has been getting fixed up for her debut for several months now and, armed with brand new Quantum sails, should be at or near the front of the Express 37 soon. Juneau, Brendan's faithful 90-pound Malamute, may even crew occasionally. "We've been out a few times on the 27, just the two of us," said Brendan, a Microsoft software designer who lives in Woodside. "We even had the kite up!"

Bullet, hull #20, previously raced out of Chicago under a different name. "In redoing the deck this winter, we actually found a 45 caliber slug imbedded in the foredeck!" laughed Brendan. "The boat had been shot, and someone had done a sloppy repair job of covering it up. Anyway, it seemed like a good name!"



SPRING BOATYARD TOUR

Icfigin, International One Design — "Time to pay the piper!" figured Jeff Lawson, a Golden Gate YC member and general contractor from San Anselmo. "I thought this year's haulout would just be a beautification process, but then we discovered that the maststep was breaking. That opened up a total can of worms, but I'd rather catch it all now then watch the mast go through the bottom of the boat on some 25-knot, ebb-chop day on the Berkeley Circle!"

Helping Lawson (left) restore his 55-year-old Norwegian-built wooden IOD at Bay Ship & Yacht's Richmond facility were crewmembers John Collins (middle) and Ray O'Neal (right). "Thank God, we've finally turned the corner and are putting things back on the boat rather than taking them off," said Lawson, who has crewed on *Icfigin* since 1987 and owned it since 1992. "We'll be a little late getting to the races this season, but we'll get there!"

Meanwhile, Jeff was about to catch a plane to Bermuda to do bow on a Fishers Island (NY) IOD team during Race Week. "One of the great perks of IOD ownership is sailing in lots of different



places," explained Jeff. "We have an international community of sailors who share a passion for these lovely boats, and we reciprocate lending boats and housing to each other, like when we hosted the IOD Worlds here in '99. The benefits of sailing an IOD outweigh the downside, such as spending the last

month in the yard!"

Lawson also sails a lot on big boats, notably as part of the winning J/120 *Mr. Magoo* program for the last five years. But he keeps coming back to the IOD, the boat he learned to sail on. "It's a great boat and a great group of people," claimed Jeff. "Come join us!"

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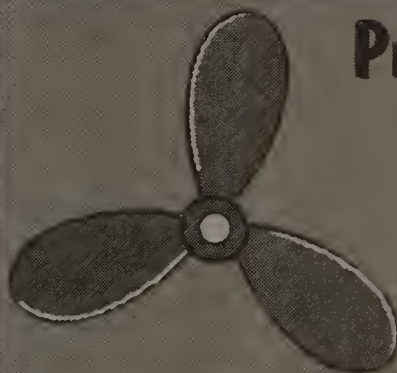


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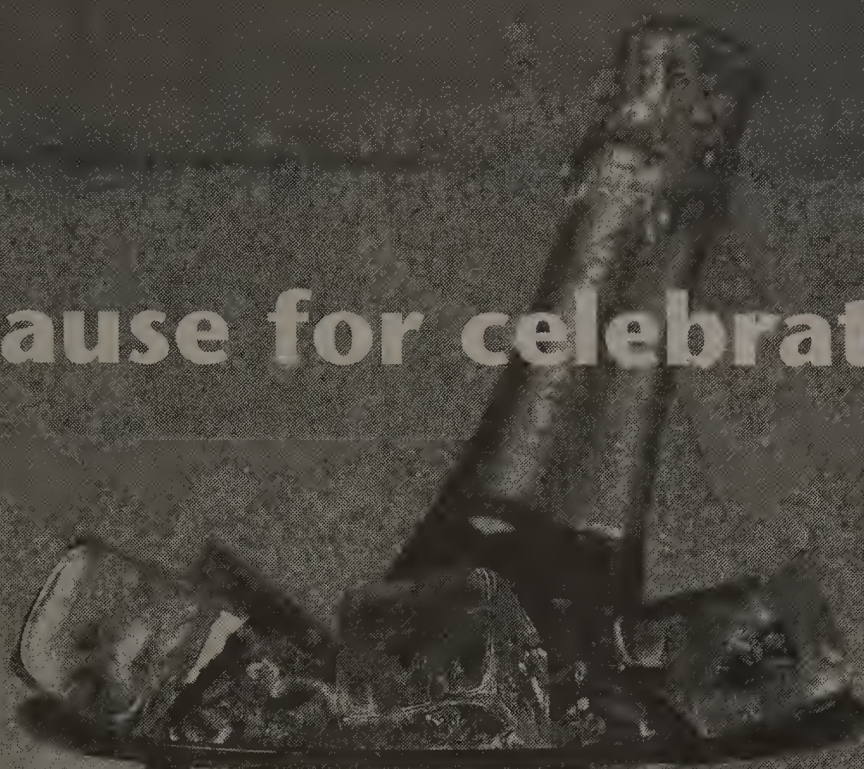
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CRUISING THE ANCIENT ISLES

Our introduction to Greece was swift and exasperating. We had been en route from San Francisco for 20 hours with two weary kids in tow and were in no mood for a run-around. Alex, the charter base manager, greeted us with a strained smile. I sensed trouble.

"Welcome to Greece. May I help with your bags?"

We hefted our duffle bags from the

We followed Alex down the dock. There sat a handsome catamaran with the name *Blue Velvet* stenciled across her stern. Amy and I shot confused glances at each other. This was the name that appeared on our charter paperwork. But Alex said it was a sistership.

*It all adds up to a great place to cruise.
But when you go, be sure to
pack a bag full of patience.*

taxi's trunk to the curb beside a dilapidated trailer that served as his office. He wasted no time getting to the point.

"Due to high winds, the catamaran you chartered is stranded in the islands. I have located a sister ship, but she is not maintained to our standards so we can't offer her to you. I have arranged a replacement, but it isn't a catamaran. If this isn't acceptable, I can offer you a full refund."

We were crestfallen. We were considering purchasing a catamaran and wanted to try one out. We had searched for months to locate one we could afford to charter for the season. A keelboat just wouldn't do.

"Okay," I replied, "Let's see the sister ship."

Andie and Danielle keep a bow watch while transiting the Corinth Canal. Connecting the Aegean and Ionian Seas, Nero began it in 60 A.D.



Blue Velvet's owner, George, was aboard and was visibly upset at the prospect of losing the revenue from a two-month charter. Alex demonstrated why the boat had failed inspection: the cushions and carpets were stained, a lifeline stanchion was bent, the trampoline netting was torn, there were numerous scratches topside, and the wooden boarding ladder was badly worn. These items didn't much concern us.

"Alex," I said, "We'll take *Blue Velvet* provided there's nothing else wrong. How are the engines? The electrical system? The electronics?"

"Fine," he replied, "The owner's mechanic has checked everything out. But I'm afraid if anything goes wrong we can't support you."

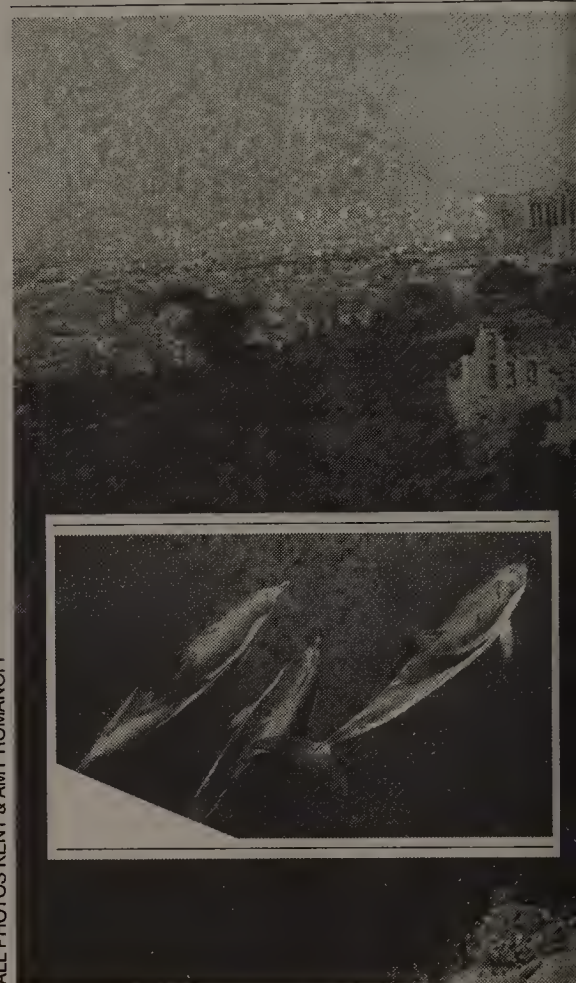
Now we were really confused. What was going on? "Allow me to show you the other boat," he urged, "I think you'll find it more to your liking." He led us aboard a new Oceanis 43, a lovely boat with three staterooms and a large comfortable cockpit. But it was no match for the catamaran's spacious four-stateroom layout.

Amy and I agreed we wanted the catamaran. Alex was looking worried. What I said next threw him into a panic.

"Alex, we've decided to accept the refund. We're confident George will charter the boat to us himself."

Back on *Blue Velvet*, George was delighted with our decision. Off to one side, Alex was barking into his cell phone. Moments later, the charter company's owner appeared — we'll call him David — and seated himself on the settee.

ALL PHOTOS KENT & AMY ROMANOFF



"I think it's time to tell you the truth," David said, demonstrating a flair for understatement uncommon among Greeks.

Blue Velvet is the boat you originally chartered, not a sistership. Several weeks ago we presented George with a list of items we wanted repaired. He did not fix them. Many of our customers expect their boats to be perfect. Apparently you are not that picky. So we will charter you the boat and assist you if anything goes wrong."

After much reflection, we finally sorted out what had transpired. In Greece, many charter boats are privately owned. The owners contract with charter companies to locate charterers, do the paperwork, and collect the money. The charter companies enjoy a share of the profits for their services. When things go wrong with the boat, charterers often demand a refund. The charter company, eager to maintain the client relationship, can be quick to reimburse them. The company then deducts the amount from the owner's share, often without his consent. The logic is that if the owner had properly maintained the boat, the failure would not have occurred. Owners, of course, assert that failures are inevitable. But they have little recourse if they want their boat chartered, so most swallow hard and take it. George had been thus treated on a previous charter and

— TWO MONTHS ON A GREEK CHARTER CAT



Spread: Prior to setting sail on their two-month cruise, the Romanoffs posed on an Athens hilltop, with the Acropolis perched in the background. **Inset:** Dolphins play in the bow wake.

had objected. The company decided to punish him by revoking our two-month charter. When it appeared that we were going to charter directly with George, the sordid mess was revealed.

In the end, we took the catamaran with the full backing of the charter company. We had only been in Greece two hours and had already learned a valuable lesson about the importance of money and relationships there. Over the next two months, we would learn many more useful lessons.

Respect Local Weather Patterns When Planning Your Summer Cruise — The initial challenge when planning a Greek cruise is deciding where to go. Although a small country, Greece is blessed with a vast coastline and countless islands. It also features some nasty summer weather. We were regaled by tales from Greek voyagers on the dangers of the *meltemi* — the powerful north wind that springs up under clear skies and blows through the Cyclades. Many charters are spoiled when the *meltemi* pins down boats for days. It is best to avoid the Cyclades during July and August unless

you have time to wait out the blows. Instead, substitute the Saronics and/or Ionians.

The Saronics, the island group nearest Athens, is unfairly saddled with a poor reputation due to its proximity to Greece's largest city. The area features Aegina with its lovely Aphaia Temple, peaceful Hydra where motor vehicles are strictly forbidden, the fabulous Poros with its delightful town, and Greece's best-preserved ancient theater at Epidavros, where world-class drama is produced nightly.

Those with more time should consider the Ionian Sea. Located on Greece's west coast between mainland Greece and Italy, the islands have a delightful Venetian influence. The climate is milder, the

vegetation lush, and the cruising spectacular.

Avoid Turkey Aboard Greek-Flagged Vessels — With two months to spare, we had originally planned to visit Turkey, but soon abandoned the idea when we learned that: 1) Greek-flagged vessels are unwelcome in Turkey (the result of an ancient blood feud). 2) Turkey charges exorbitant fees to boats transiting from Greek waters (often upwards of \$500). 3) Turkish immigration authorities reportedly make arbitrary demands for uncommon documents (such as medical records and vaccination certificates). 4) The charter company would not support us in Turkey. It is best to treat Turkey as a separate trip.

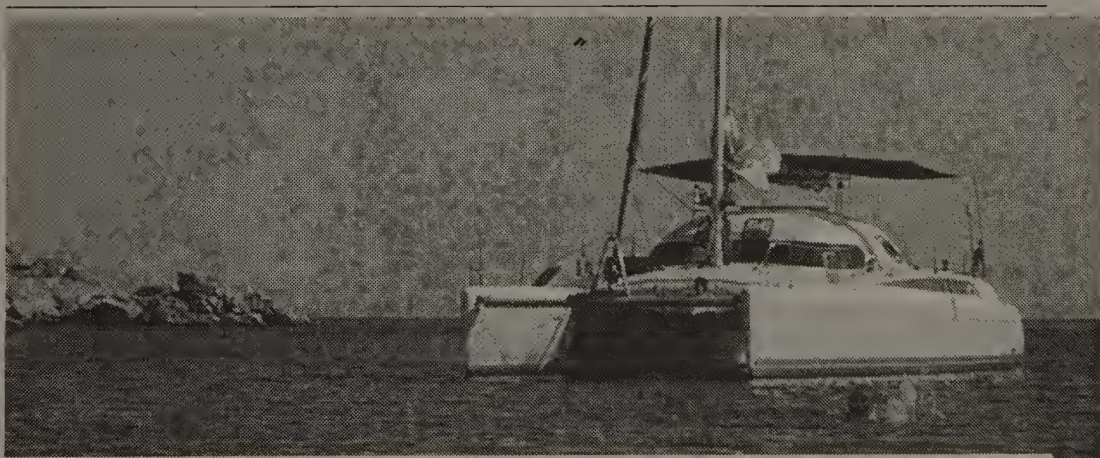
Pure Sailing Fun On A Catamaran — Aegean and Ionian waters offer great sailing. For the most part, winds are gentle, waters are flat, the air is warm, and navigation is easy. Most of the time, your destination is visible on the horizon, so you point your bow, set your autopilot, and spend the day perfecting your tan.

Everything we had heard about cruising multihulls was true — they are fast, comfortable, and fun. And as a living platform, they are brilliant. The large, elevated bridge deck encircled by windows spoiled us forever. I don't think we could cruise again on a boat with living quarters half buried below the waterline. With a maximum heeling angle under five degrees, moving around while underway is much safer. And the kids loved sitting on the trampoline and watching dolphins cavort in the bow wake.

We were concerned about maneuvering a 19-foot-wide boat in crowded harbors. But with engines in each hull, the catamaran was more easily handled than a comparably-sized keelboat.

A Safe Place For Kids — One particularly pleasant aspect of visiting Greece is how safe it is for kids. This was made

'Blue Velvet', an Antigua 37 cat built by Fountaine Pajot, lies peacefully at anchor off Rhina.



CRUISING THE ANCIENT ISLES

all the more poignant by the disturbing spate of child abductions occurring in the U.S. during the same period. Although we are not particularly permissive parents, in Greece we let our kids roam free. This was as true in Athens as it was in small villages.

During our stay in Sifnos, our daughters, Andie, 11, and Danielle, 8, asked permission to purchase sun hats. We gave them money and suggested they grab lunch at a nearby *souvlaki* stand. Having purchased the hats, they went off in search of lunch, but missed the stand and ended up walking an hour to the next village. Tired and hungry, they walked into a taverna, sat down, ordered lunch, ate it, tipped the waitress and walked back. Meanwhile, we'd become worried and were mounting a search party when we spotted them strolling down the street, hand-in-hand, proudly sporting their new hats. They would never have enjoyed this level of freedom in the United States.

Beating the Heat — Summer in Greece is not for the faint of heart. Temperatures routinely exceed 100 degrees and humidity is high. Greeks respond by resting indoors during the day and emerging at night. But tourists must brave the heat to make the most of their limited time. Our days often involved long hikes into the countryside. Walk a few minutes in

ALL PHOTOS KENT & AMY ROMANOFF



any direction and you emerge into pastoral groves where burros forage beneath olive trees and vineyards dot hillsides. Stopping frequently to sample sweet figs and plump berries, we usually walked until we reached a church. Devoutly religious people, for centuries Greeks have

Many Greek harbors, like this one on the island of Hydra, get a bit congested during the busy summer months.

toiled to erect churches, chapels, and shrines in unlikely places — perched atop mountain peaks, on bluffs overlooking the sea, and on remote rocky islands.

HELPFUL HINTS ON CRUISING GREECE

• **Fuel** — Believe it or not, there are no fuel docks in Greece. The customary method for obtaining diesel is via small tanker trucks that drive right onto the wharf. They usually stop by each morning and evening although sometimes you must call them. Phone numbers are usually conspicuously posted. Gasoline for outboards is also available from tanker truck drivers. Diesel costs around 80 cents per liter. Although we were warned otherwise, fuel quality was good.

• **Water** — Water is available at most quays, but it is precious and carefully controlled. Hoses and faucets are locked at all times except when the waterman opens them. This is usually every morning and evening. The typical charge for filling our 80-gallon tank was \$3 to \$5 dollars. Most dockside water comes to the islands in tanker boats or is desalinated seawater. It is suitable for drinking, but not very palatable. Most boaters use it only for showering and cooking. Bottled water is cheap and plentiful. Most people use it exclusively for drinking.

• **Food** — Food is plentiful, healthy and cheap. Fruits are tree-ripened and delicious. Vegetables are fresh and tasty, but of limited variety. Good lettuce is non-existent. A satisfying dinner for a family of four with all the trimmings, except alcohol, can easily be obtained for around \$30. Chicken, lamb or beef *gyros* cost \$1.50, and two of them make a

great lunch. Pastries are fresh and delicious. For breakfast, try yogurt with honey (ya-OOR-tee may MEL-lee in Greek). For dessert try *loukomades* (look-MOTH-ess) and *galaktoboureko* (ga-lock-toe-BOO-wreck) — fantastic!

• **Clothing** — Don't bring anything fancy, as you won't wear it. A couple pairs of shorts and a few shirts are all you need. You will live in bathing suits. Make sure you have excellent sandals that dry fast and are comfortable for walking. Occasionally pants and skirts are required when visiting religious sites. They will loan you what you need if you don't bring it. Bring cheap hats and sunglasses so you won't be upset if they are lost or broken.

• **Laundry** — Here's one that will surprise you. There are no coin-operated laundromats in Greece. For laundry, you have two options: Do it yourself by hand or pay exorbitant prices (\$9.00 for one small load) to have it done for you. If you are there for a short time, bring it home dirty. For longer visits, get out the washtub!

• **Holding Tanks** — It's also surprising that holding tanks are not used in Greece. As we were told when we asked, "What goes in, goes out!"

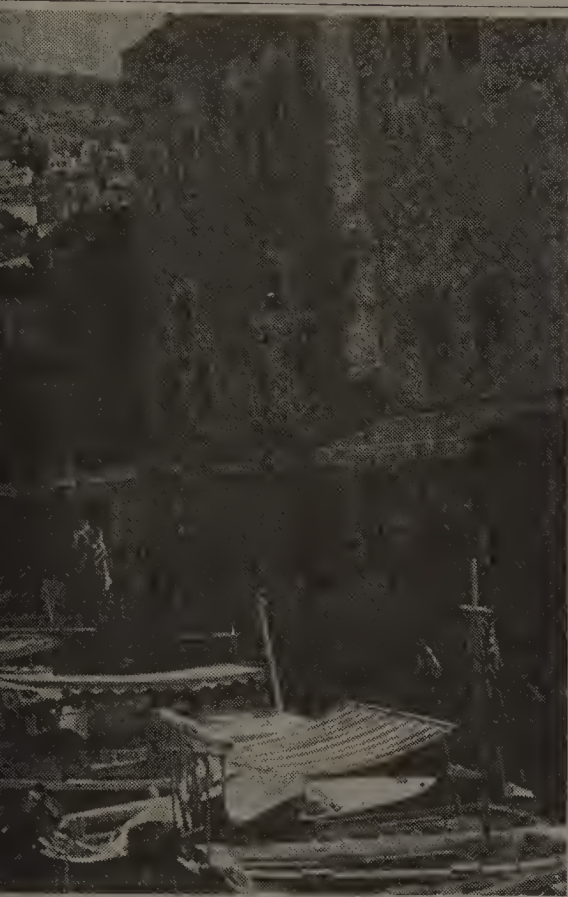
• **Medicine** — When you travel with kids, you learn a great deal about local medical care. In Greece, we were delighted with the drug stores ("far-ma-SEE-a" in Greek). Easily identified by their prominent green crosses, all were staffed by

friendly, knowledgeable, English-speaking pharmacists. Unlike U.S. druggists who are prohibited from diagnosing ailments or dispensing prescription drugs, Greek pharmacists are pleased to look at what ails you and recommend medicines. Everything they suggested worked well and was inexpensive.

• **Fees** — We spent two months in Greece and visited dozens of harbors. During that time our total moorage cost was \$1.58! The harbors were all free, apparently for as long as we wished to remain there. Since returning home, we learned that the Port Police sometimes charges for moorage, but we were never asked to pay and didn't meet anyone who was. If you transit the Corinth Canal, you will be charged a fee in both directions. Greek flagged vessels pay roughly half what foreign boats do. The fee is calculated based on overall length. Our Greek registered 37-footer cost \$85 one-way.

• **Currency** — After 2,500 years on the drachma, Greece made an impressively smooth transition to the euro in January 2002. Conversion is simple right now because one euro is roughly equivalent to one U.S. dollar. The big surprise for us was how few places accepted credit cards. Be prepared to use lots of cash. The easiest way to get cash is through cash machines that are everywhere. Don't bother with traveler's checks — some banks won't even cash them. Before leaving, we

— TWO MONTHS ON A GREEK CHARTER CAT



Most are in surprisingly good shape, benefiting from regular doting by the religious faithful. Inside, one finds delicate icons, painted frescos, and candles for religious offerings. Outside, you may find a cistern brimming with rainwater, collected over many winters, ready to sooth

discovered a little known service offered to American Express cardholders allowing euros to be delivered through the mail. They put the charge on your card. Amazingly there is no charge for this service.

• **Weather Forecasts** — Yet another surprise. There are no English language weather forecasts available in Greece. We expected them to be available via VHF, but they were not. The only two sources we discovered were the Port Police and airports — whose telephone numbers are hard to come by. If you have access to the Internet, there are numerous sites where you can download weather maps. This is by far the most reliable method of forecasting. We did what most people did: Look out the window. If it's too windy, go back to bed.

• **Cell Phones** — There is excellent cellular coverage over the entire country — even in the islands and over the water. Cell phones are more reliable and cheaper than landlines. The only problem is that your U.S. mobile phone won't work anywhere in Europe. We spent \$100 and purchased a European cell phone. It was a smart investment. Once activated, you can purchase phone cards for access time at kiosks on nearly every corner. Before you set sail, collect the phone numbers of everyone you might need to contact. You can even give your number to worried relatives back home so they can call to check up on you. And the best part is that when they do, they pay for the call!

— K.R.

and cool the hot, dusty hiker.

Don't Expect Too Much From The Antiquities — If you travel to Greece to experience the antiquities, you might be

At dusk, a magical makeover occurs. The wind dies down, stars fill the sky, lights from nearby islands shimmer over glassy seas, and the blistering heat subsides.

disappointed, particularly if you travel with children. Most of Greece's ancient sites are in poor repair. The agencies maintaining these sites are not negligent, nor do they lack monetary resources. The real culprits are lost in time. For centuries, Greece's most illustrious cities were victimized by countless foreign invasions. Each conquering army leveled buildings, defaced artwork, and stole everything of value that they could carry. What little remained was either used for rebuilding or left in the weather to decay.

Then, about 100 years ago, opportunistic archaeologists and art collectors purchased most of what was left and carted it off to museums all over the world. As a result, it takes great imagination to recreate past wonders from the rubble fields that remain behind. With some effort, adults can still catch the magic, but much of it is lost on kids. For antiquities, go to Turkey.

Leave Your Fishing Gear Home — Fishing in Greece has been a favored pastime and an honored profession for millennia. This has resulted in a tragic depletion of sea life. But this sad fact has not hampered fishing activities. Fishing boats constantly ply waters in and around seaside villages. Fishermen stay out all night, only to return at sunrise with a handful of fingerlings to show for their effort.

This marine clear-cutting has taken its toll on the fare at island restaurants once famous for fresh fish. What you see offered today is expensive — often more than \$17.00/lb — and meager when compared to seafood available elsewhere in Europe and North America.

Expect Breakdowns — In spite of George's assurance that the boat's critical systems were sound, *Blue Velvet* did not hold up well. In addition to other problems, the depth sounder went blank whenever we neared shallow water; the electric anchor windlass quit as we tried to escape a crowded anchorage in a full

gale off Mykonos; the starboard electrical system failed making it temporarily impossible to start one engine; the swivel on the anchor rode parted, sending the bow anchor to the bottom; the autopilot didn't work and a leaky bow hatch repeatedly flooded a forward cabin.

The charter company remedied some of these items, and we limped along with the rest. But the beauty of chartering is that when the cruise ends you hand back the keys and walk away.

Don't Bug Me — We thought we knew bugs from cruising Alaska where mosquitoes grow so large that locals consider them the state bird. In Greece, things are more subtle, but no less irksome. The mosquitoes — "who-NEW-pee-a" in Greek — are so tiny they would be comical if they didn't inflict such nasty bites. For the longest time we couldn't even see them, let alone figure out how they located us, even far out at sea. Then, I discovered they had taken up residence in the dark, moist corners of our staterooms where they waited to ambush us.

Sublime Grecian Nights — At this point, perhaps you question the wisdom of cruising Greece at all. Why would anyone vacation in a hot, buggy land, surrounded by a sea denuded of natural richness, where most reminders of past glory have been destroyed or carted away?

You get your answer when the sun

Spectacular panoramas are common in Greece, such as this one from Oia on the legendary Island of Santorini.



CRUISING THE ANCIENT ISLES

goes down. At dusk, a magical makeover occurs. The wind dies down, stars fill the sky, lights from nearby islands shimmer over glassy seas, and the blistering heat subsides. Stores closed all day re-open. Deserted plazas fill with people eager to enjoy the sultry night. Families stroll the avenues, teenagers flirt, children play in the park, restaurants and cafes are packed, and Vespas weave in and out emitting their familiar din. It is a magic time. The revelry lasts deep into the night. This pattern, hot lazy days and stirring nights, is the essential rhythm of summertime in Greece.

A Land of Contradictions — Greece is, and has long been, full of contradictions. Devoutly religious people, they enjoy



KENT & AMY ROMANOFF

With their centuries-old heritage as seafarers, proud Greek fishermen still practice their time-honored craft despite diminishing fisheries.

their hedonistic pleasures. Fiercely proud of their country, they are strangely tolerant of pollution and litter. Drawn

with reverence to the sea, they deplete its bounty with seeming indifference. Economically depressed and with a thriving underground economy, they eagerly embrace their status in the European Union. But this contributes to an overriding tolerance that is the country's charm. One gets the feeling that anything goes. Perhaps as the originators of democracy, their love of liberty makes it all work. They cherish their freedom and while there, one feels freer, by far, than in the United States. Laws, rules,

and regulations seem few and far between as is pressure to conform. It all adds up to a great place to cruise. But when you go, be sure to pack a bag full of patience.

— kent romanoff

DEMYSTIFYING THE DREADED MED-MOOR

Although I have sailed since childhood, cruised thousands of miles, and found myself in many hair-raising situations, nothing freaked me out more than the thought of dropping a bow anchor and backing into a tight space alongside a raft of other boats under the judgmental eyes of skillful yacht captains and tourists from around the world.

Many Greek ports have convenient anchor-out locations where you can enjoy a peaceful evening without the hassle or noise associated with being tied to a quay. But eventually, the need for food, water, or fuel will bring you to the wharf. When it does, don't be dismayed. The vast majority of boats in Greece are chartered, so nearly everyone is a novice at the maneuver. And there is usually someone nearby to catch your lines and guide you in.

Here's how it works. First, get there early. Most summer cruisers change locations daily. Boats begin leaving around 10 a.m. and by noon most are gone. If you arrive between 1 p.m. and 3 p.m., you should find plenty of room. Get all your fenders on and prepare long stern lines on each quarter. Make an initial pass through the harbor and locate the spot where you will eventually drop anchor, taking

care to avoid crossing rodes with nearby boats. Note the depth. Greek harbors are usually pretty shallow (around 10 to 20 feet).

Come back around and orient your boat's stern toward the opening in the quay. Drop anchor and start reversing immediately so the chain pays out in a line and does not pile up on the bottom. Reversing in a straight line is greatly simplified by the presence of the anchor chain. Assign a crewman the job of paying the rode out smoothly as the boat progresses astern. Be sure your anchor is dropped well out from the wall. Many people drop too close and end up yanking their anchor out when they tighten the rode. Others drop too far away and run out of rode before they get to the wall.

The goal is to have about 75% of your rode out when you are done. Stop paying out rode when the stern is about five feet from the wall. The boat will slow to a stop, but keep the motor turning slow astern with the prop engaged. This will keep the rode taut and prevent the boat from pulling away from the wharf as you heave your lines.

Toss a stern line to someone ashore. (If no one appears, don't be shy about hailing anyone in the

area — this is Greece and everyone is in a good mood.) Typically, the wharf side hardware consists of large iron rings. Direct your shoreside line handler to run the line through a ring well off to one side of your vessel's stern. This will secure the stern much better than if the line is run directly aft. Once the line is passed through the proper ring, bring the bitter end back aboard and attach it to your boat. Don't tie off to the ring. When one line is secure, do the same with the other. Make whatever adjustments are necessary to assure that the boarding ramp safely reaches the quay.

Finally, take up any remaining slack in the anchor rode. Get it tight. Don't worry about pulling out the anchor. If it moves, it is better to find out now than at 3 a.m. That's it. Go ashore and treat yourself to a cold beverage.

The next morning, when you're ready to leave, let the stern lines run and the tension on the anchor rode will slowly pull your vessel free from the surrounding boats into the center of the harbor where you can calmly weigh anchor and proceed to your next destination.

— k.r.

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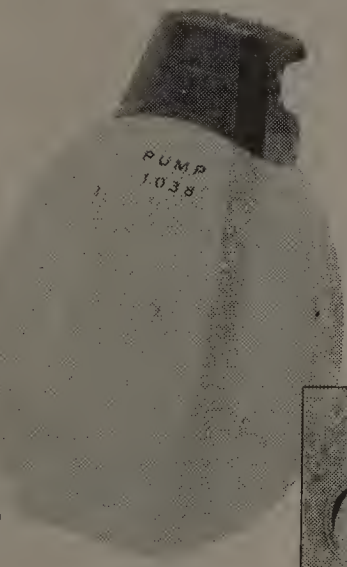
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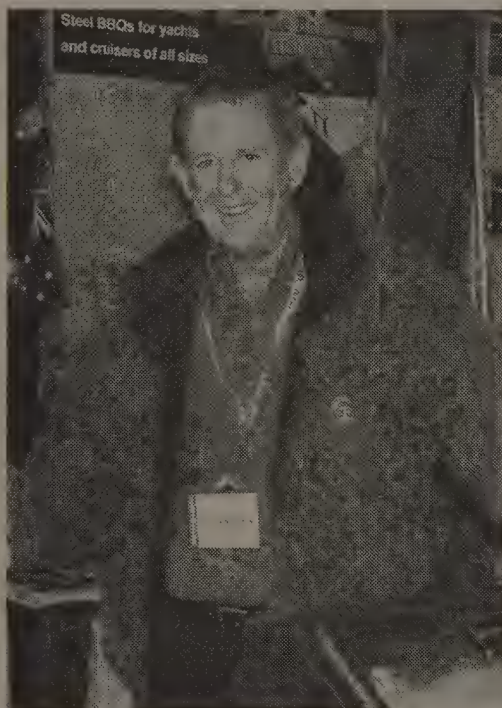
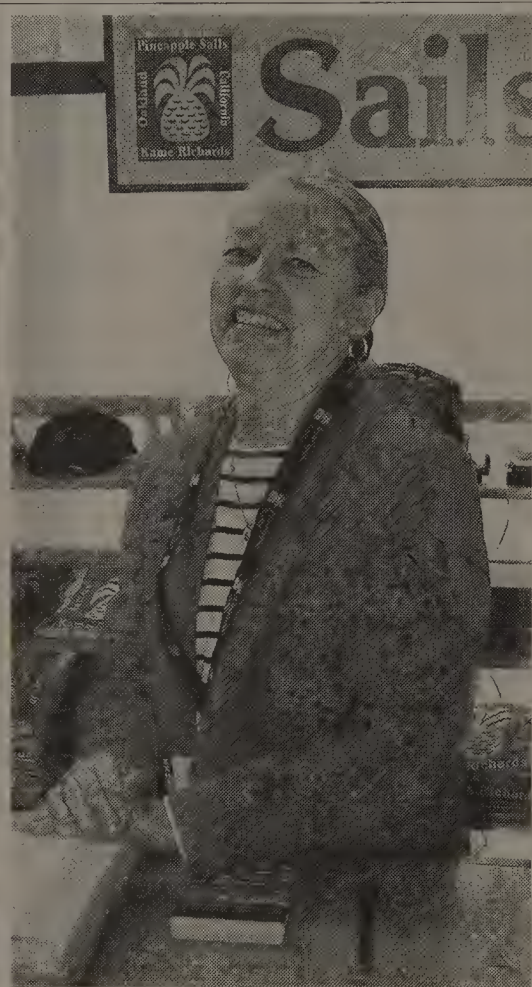
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PACIFIC SAIL EXPO

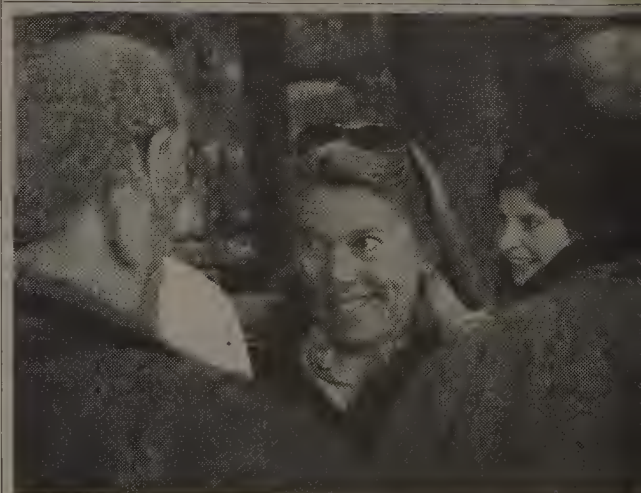
The pay lots were still emptying out at 2003 Pacific Sail Expo as this last feature of the May issue came together. The assignment — spread among three editors and two ad reps — was to photograph some 'faces in the crowd' at this 7th edition biggest sailboat show west of the Rockies.

We probably should have narrowed it down a bit more, because once we got started, it was hard to stop. We photographed vendors from near and far, reps of products or services that caught our interest, famous sailors, seminar givers, pretty girls, acquaintances, friends and (after a

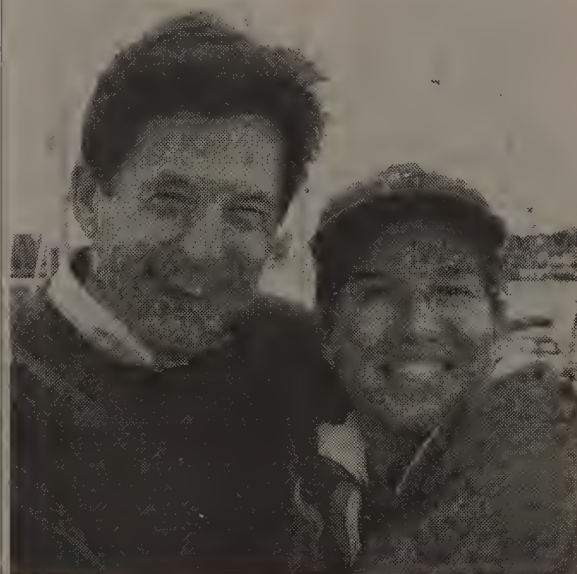
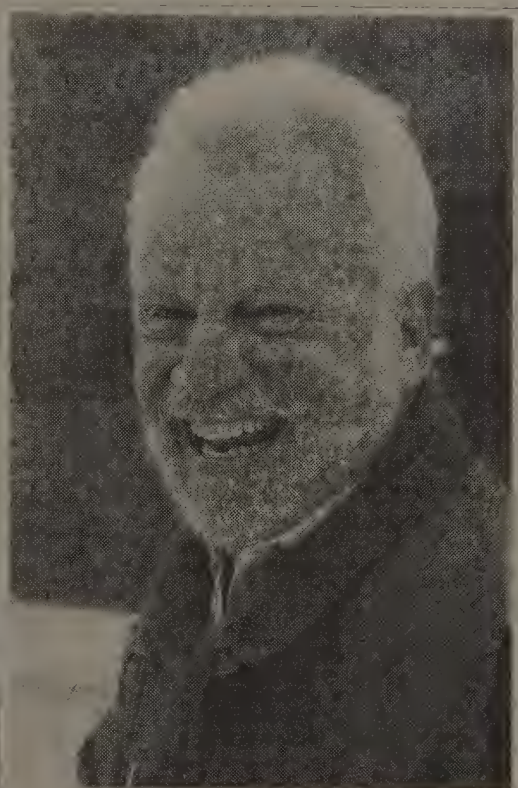
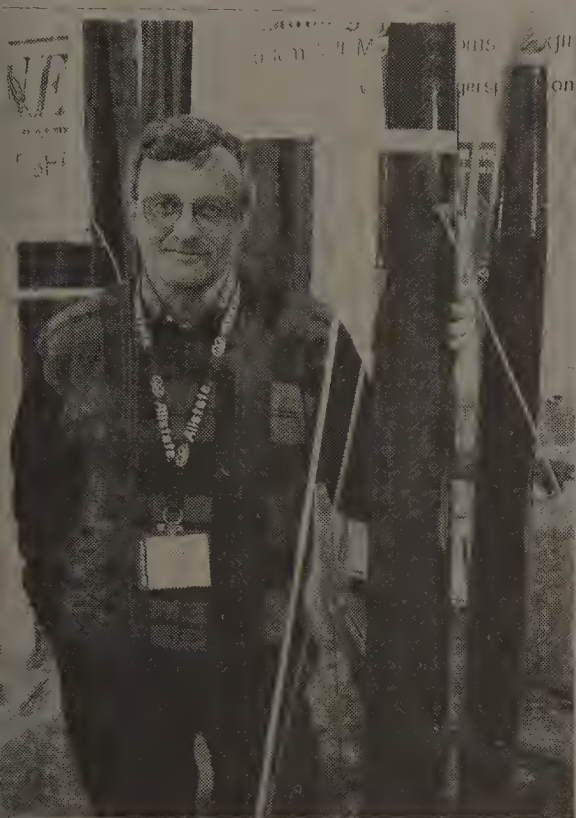
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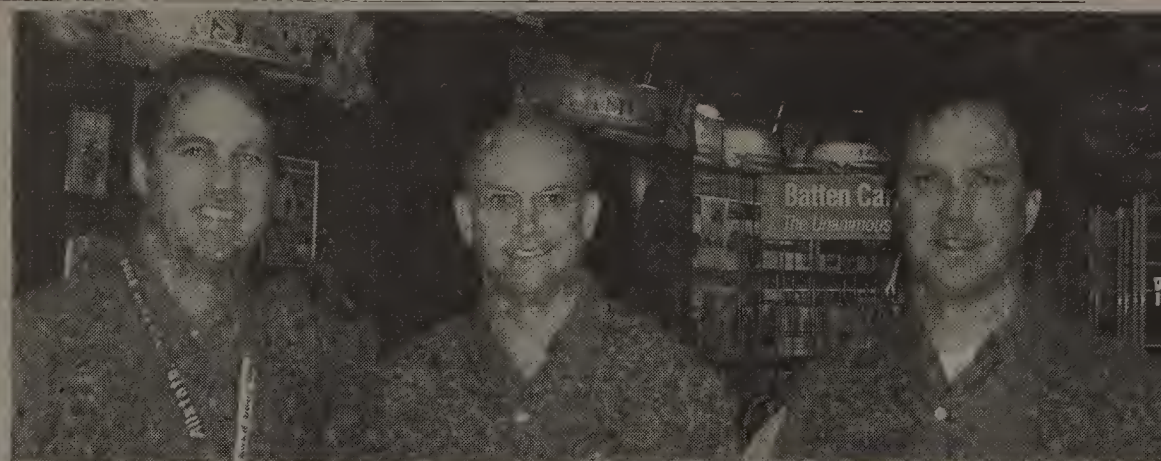
Class acts (clockwise from above) — Pineapple Sails' Sally Richards; sailmaker Carol Hasse and author Barbara Marrett; the always smiling Jim Grant of SailRite; America True's Dawn Riley was generous with her time; Paul Kaplan (in hat) aboard the queen of the show, a Swan 80; Kaj Gustafsson and Tuula Granqvist of Finland-based Siltala Yachts; Andrew McGowan of Marine Barbecue Australia.



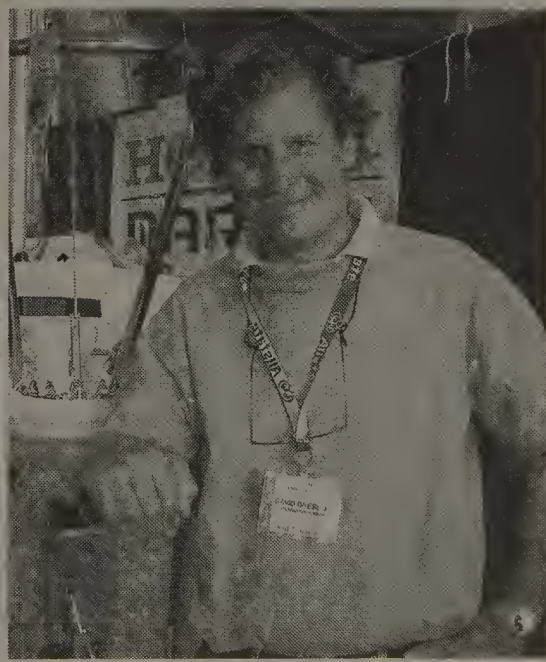
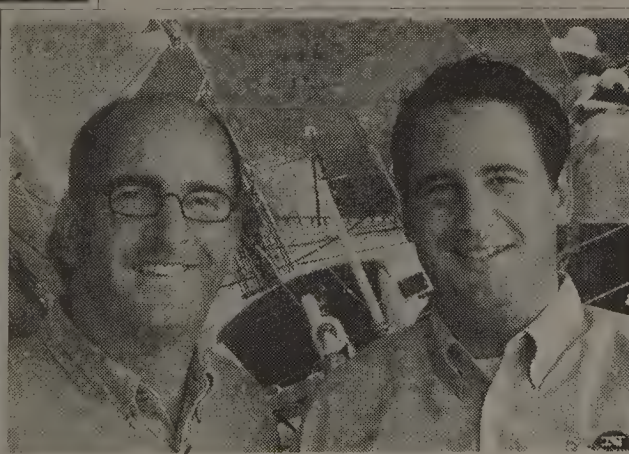
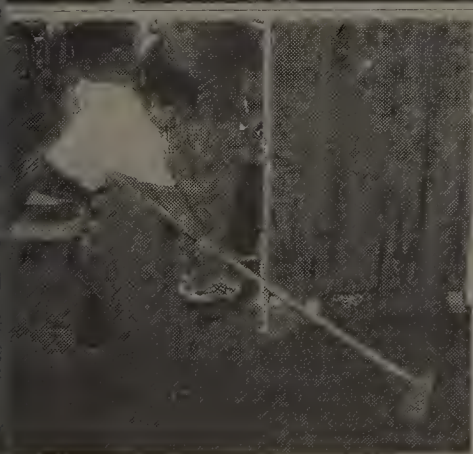
— FACES IN THE CROWD



Left, sparmaker extraordinaire Buzz Ballenger. Center, everybody's favorite harbormaster, Marine Village's Alan Weaver. Right above, '03 Rolex Yachtswoman of the year Liz Baylis with husband, Todd Hedlin. Below, (l to r) Ronstan's Peter Sandy, Alan Prussia and K.C. Fullmer.



Left, '03 Rolex Yachtsman of the Year John Kostecki and significant other, Dutch sailor Anne Marie de Ridder. Right, International Marine's David Dressler. Below, North Sails reps Chris Shining (left) and Pete McCormick. Bottom left, rain made Sail Expo an in-the-water show both indoors and out.



PACIFIC SAIL EXPO



Left, J/World San Diego's 'Rip' Carruthers (left) and J/World San Francisco's Wayne Zittel. Above, the Sunsail crew came out from Annapolis. Right, globetrotter/authors Jim and Sue Corenman. Below, 'Scuttlebutt' creator Tom Lewick discovers himself (in a poster).



few beers) each other. And thus ended up with *way* more pictures than we could cram into about a six-page article.

But hey, it's just for fun. It was way too early to have any hard and fast numbers for the show, but considering the state of the world and the economy, we were amazed to hear from most of the people we talked to that they were taking orders within hours of the show opening on Wednesday, April 23.

Another earmark of the show's continued growth is that new vendors appear every year. We're getting used to



seeing the sail-crazy Australians showing up, but this year there were also reps from England and even Finland. The 'highway stars' though, were the Trillium Wind Generator folks, who *drove* to Oakland's Jack London Square from Toronto!

But perhaps the best measure of success had to do with the weather. A late-season storm dumped some serious rain over the show's five-day run. Despite the leaky tents, soggy carpeting and sometimes bouncy boats on display, everyone seemed to smile through the adversity and went home happy.

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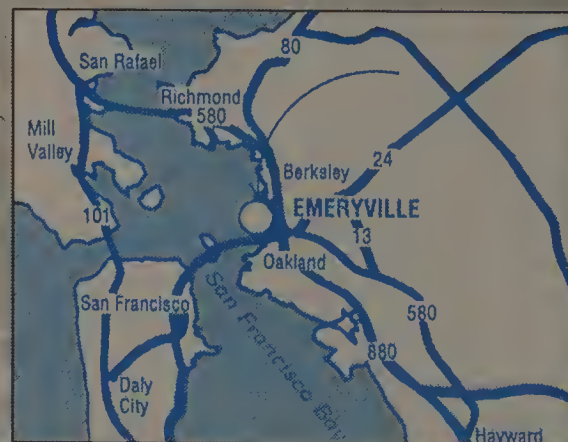
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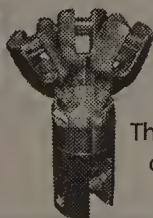
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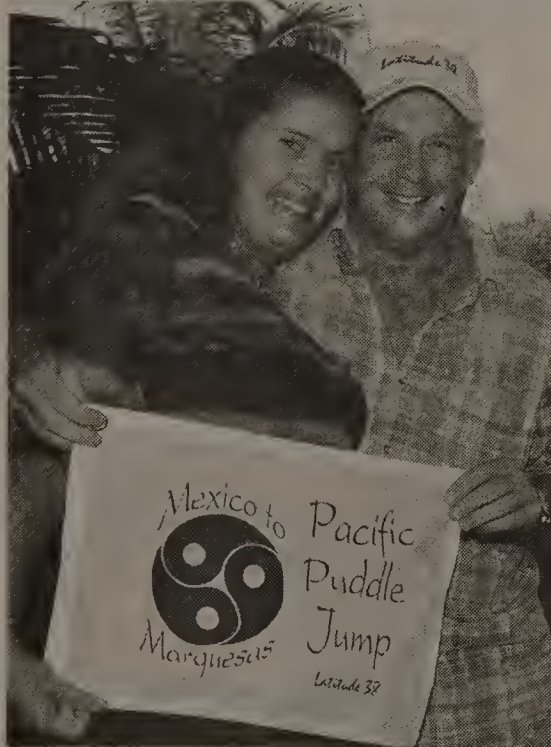
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PACIFIC PUDDLE JUMP, PT II

If you caught our Pacific Puddle Jump article last month, you know that the annual cruiser migration from the west coast of Mexico to French Polynesia has begun in earnest.

As you read this, nearly 200 lucky cruisers are wending their way to paradise with the trade winds at their backs.



Honeymooning aboard their trusty Westsail 32, Garry and Lisa of 'Scot Free' are heading off in search of a simpler life.

Dang! Just knowing that is enough to make a workaday wage slave want to light his or her desk on fire, stuff a few T-shirts into a sea bag, and steer that trusty ol' Cal 20 out through the Golden Gate. But slow down a minute, with any luck your turn will come someday too.

As you'll learn by reading Part II of our Puddle Jumper profiles, most of these folks spent years planning and preparing for their dream voyage to the South Seas. It's important to note, however, that while it certainly takes hard work and a substantial cruising kitty to turn pipe dreams into reality, the folks you'll meet in these pages would probably agree that the most crucial necessity in throwing off the docklines and heading out is having the *will* to do so. For many would-be voyagers, getting past the procrastination phase is one of the greatest hurdles.

With that, we introduce you to (the second half of) the Pa-

cific Puddle Jump Class of 2003, most of whom we met in early March at our annual P.P.J. Kick-Off Party at the Paradise Village Resort & Marina.

Scot Free — Westsail 32

Garry & Lisa Blackwood, Victoria, BC

There's often more to a boat name than is readily apparent. In this case, the 'Scot' denotes Garry's Scottish heritage and the 'free' celebrates his status after his divorce a few years back. He celebrated his newfound freedom in 2000 by purchasing this proven ocean cruiser in Hawaii and sailing her back to Vancouver.

Garry was already planning an extended cruise when he met Lisa, who went daysailing with him only twice before agreeing to take a three-week vacation and sail south with him, from Victoria to Mexico. As luck would have it, though, they hit horrific weather off the Oregon Coast and had to pull in for shelter. So much for the romantic cruise, right? Wrong. She went home, quit her job, rendezvoused with Garry in San Francisco and the pair were married on Balboa Island while on their way to Mexico.

Now, after two seasons in Mexico, the honeymoon continues with a planned 2- to 5-year circumnavigation. It will be slow-going in this stout double-ender, but what the heck, these newlyweds have nothing but time. "This trip will give us a chance to see places where we might want to settle down someday," says Garry. "We just want a simple life."

"Yahoo! We're off to Polynesia!" say Eric and Ann of 'Temerarius'. To them, working 12 months a year is highly overrated.



A match made by Neptune? Joe and Michele of 'Mi Gitana' shared the same cruising dreams when they met.

ALL PHOTOS LATITUDE / ANDY

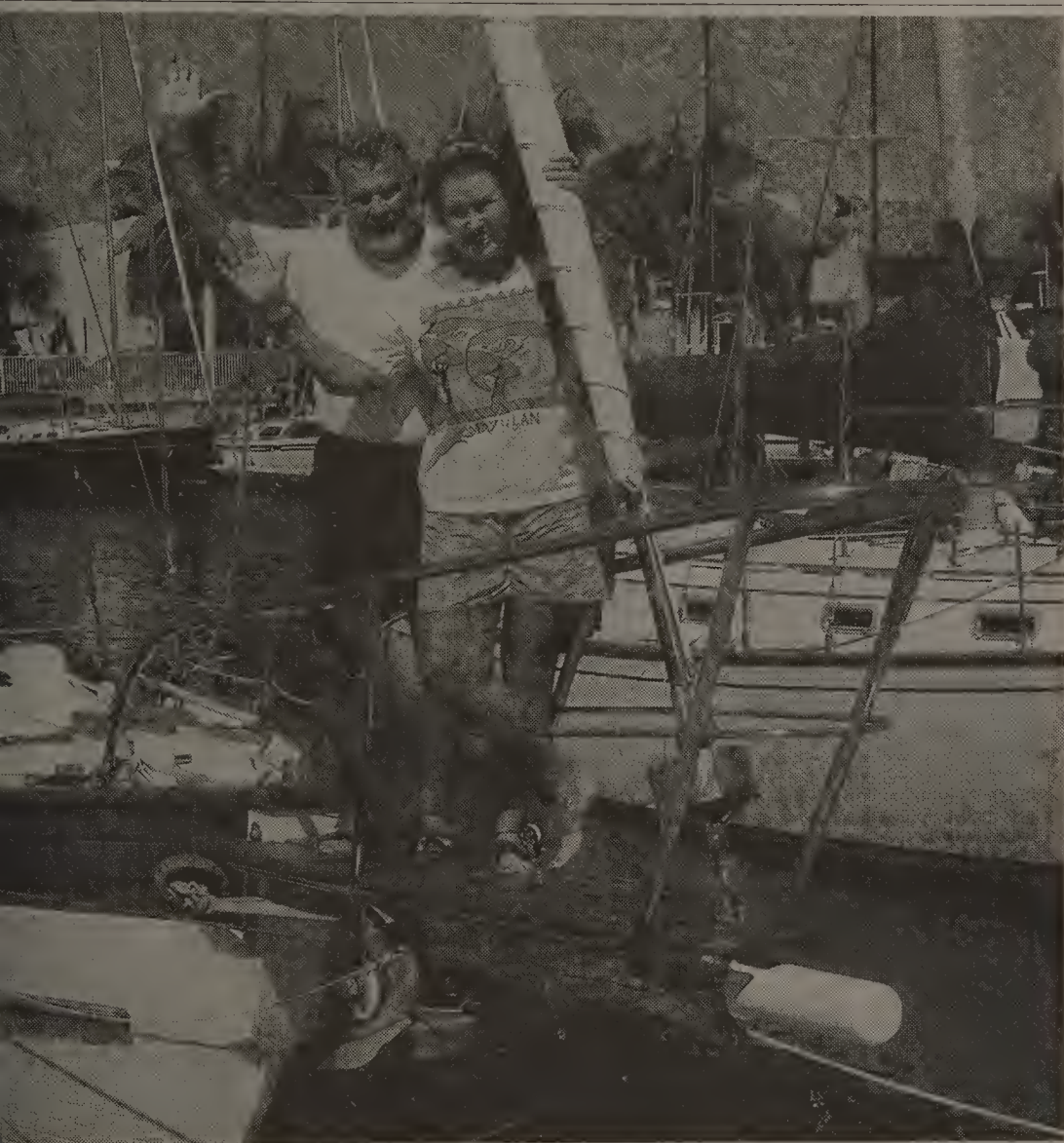
Temerarius — Custom 49 ketch

**Eric Nesbitt & Ann Granger
Detroit, MI**

By setting off on their circumnavigation, Eric and Ann are fulfilling the dream of their boat's former owner, an old salt named Willard. The name *Temerarius*, they say, was his choice, as it described his temperament: the dictionary defines it as "recklessly daring." (Actually, it's supposed to be spelled with an "ious" ending, but as President Andrew Jackson once said, "It's a damn poor mind that can think of only one way to spell a word!")

In any case, Eric and Ann bought her in Florida in 1989 and for the past 14 years have cruised all over the Caribbean in addition to parts of Central and South America. How did they pull that off? With regard to work and play, they're believers in the six months on, six months off plan. It's worked out fine so far, especially since they both have much-sought-after skills: She

— GOING, GOING, GONE



is a nurse/midwife and he is an electrician. In keeping with their out-of-the-ordinary lifestyle, Eric and Ann hope to visit some less-traveled destinations such as Vietnam.

This year they expect to leave their custom 49-footer either in Raiatea or Fiji before continuing on across the Indian Ocean and through the Suez to the Med. How long do they intend to keep up this idyllic lifestyle? "Oh, 30 to 40 years, max!"

Mi Gitana — Hans Christian 48 Joe Jenners & Michele Scott San Diego

Here's an encouraging tale for those would-be circumnavigators who haven't yet found their ideal cruising companion. Joe and Michele met in 1987 through a crew list in the Southern California sailing rag, *Santana*. Less than three months later they became engaged and, as Michele tells it, "Four months after that we bought the boat to make our mutual dream of sailing around the world come true. We set a date and here we are!"

Joe, a former Navy man, had long had

fantasies about offshore voyaging, but meeting Michele gave him the necessary boot in the butt to make it happen. "I'd stopped dating men who weren't into sailing," recalls Michele with a smile. "Much of our relationship has revolved around preparing for this trip."

Having spent a year and a half exploring Mexican waters, they're now eager to push on to points west, with the idea of taking a leisurely 6 to 7 years to complete their circumnavigation. At the end of this season, they plan to haul *Mi Gitana* at either Raiatea or Fiji for the monsoon season.

Wiskun — Samson C-Breeze 45 Kjartan Jekkingstad & Ellen Lee-Kwen Vancouver, BC

Here's a story that's a bit different. Norwegian-born Kjartan and Philippines-born Ellen met and fell in love while they were both living in Canada. For the past five years they've "had the itch" to make this dream cruise across the Pacific. Part of their preparations included cruising extensively along the East and West coasts of Vancouver Island.

Their South Seas cruising plan is typi-

cal, in that they expect to hit most of the usual places along the SoPac milk run, but unlike others, they hope to eventually end up in the waters of Norway — a potential cruising ground not typically noted by Puddle Jumpers.

They are both equally committed to the trip, but Ellen isn't sure how long she can keep Kjartan in relaxation mode, as he occasionally shows signs of missing his career in aquaculture. He formerly worked on Atlantic salmon farming projects. Who knows, perhaps these two will end up farming giant clams on some remote Pacific atoll.

Interlude — Deerfoot 74

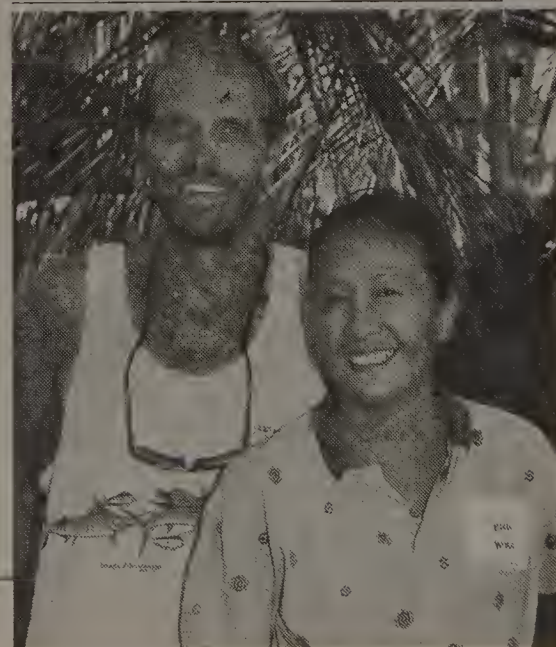
Kurt & Katie Braun, Georgetown, CI

"Leave your comfort zone!" say Kurt and Katie. "When you get away from the mass media, you see that the world is a lot better than you could have ever imagined. Besides, a bad day on the water is better than a good day at the office."

Double-handing aboard their sleek, fastidiously-equipped 74-footer, we suspect they'll have a lot more good days than bad. Not only does she fly downwind, but her interior creature comforts are impressive — their home theater system, for example, has better surround-sound than many movie houses. But then, Kurt owned a specialty speaker company before bailing out to the cruising scene.

Katie and Kurt met nearly 20 years ago while bareboat chartering in the Caribbean, and plans for this dream cruise have been evolving ever since. In 2000, they bought *Interlude* in Florida and brought her back to the Bay, then did the Ha-Ha in '02. This season, they'll island-hop through the South Seas to

Finally 'scratching the itch' to sail across the South Pacific, Kjartan and Ellen of 'Wiskun' plan to end up in Norway.



PACIFIC PUDDLE JUMP, PT II



COURTESY STARLIGHT EXPRESS

Happy? Of course Al and Betty are happy. Aboard 'Starlight Express', they have finally escaped those bone-chilling Canadian winters.

New Zealand, and plan to keep on cruising "until it's no longer fun."

Ed. Note — The following folks weren't able to attend our fabulous P.P.J. Kickoff Party, but we learned about them through the magic of onboard email.

Starlight Express — Hunter HC 50 Al & Betty Bartlett, Vancouver, BC

To the folks back home, Al and Betty say, "Go for it. It's later than you think!"

Yet another Canadian couple high-tailing it away from those frosty northern winters, the Bartletts have been planning their South Pacific circuit for the past four years. Their game plan is to gunkhole west through French Polynesia, then on through the Cook Islands, Samoa, Tonga, and Fiji en route to New Zealand. Rather than continuing on around the globe, though, they expect to then head north to Hawaii and then home to BC.

After exploring Northwest waters for 26 years, Al and Betty cut their teeth on open-water sailing in '98 when they took part in the Vic-Maui Race. Longtime friends Patrick Munro and Patrick McNamara will crew at least as far as French Polynesia.

Cookie Cutter — Pearson 36 Peter McMartin & Connie Morahan Victoria, BC

Taking the 'path less traveled', co-skippers Peter and Connie are making a diversion to the land of blue-footed boobie birds — the Galapagos archipelago — en route to the Marquesas. Connie writes, "We are leaving PV for the

Galapagos Islands in a couple of days, so I apologize for not completing the more lengthy questionnaire." Geez, you'd think she had a bunch of chores to do and errands to run. . .

In any case, we do know that *Cookie Cutter* was built in 1982 by Lyle Chase, who sailed her around the world between 1982 and 1996. But we'll have to get back to you on who named her *Cookie Cutter* and why. Suzanne Wright and Tyler Field will crew to the Galapagos, then Helen Fox will come aboard for the crossing to the Marquesas.

Piper — C&C 40 Erhard & Ann Herrmann Vancouver, BC

Unlike many cruisers, Erhard and Ann have done a fair bit of racing as well as casual pleasure sailing. In fact, they began this open-ended cruise by competing in the 2002 Victoria to Maui Race. They did return home briefly before heading south to Mexico, but they were definitely already into ocean voyaging mode.

What inspired them to go cruising? "I think we are just dreamers and our dream is coming true," they say. And they certainly know what they're getting into. Nearly 30 years ago they bought a Morgan 34 in Florida, then sailed her through the Caribbean to Panama and home to Vancouver via Hawaii. They are another couple with easily-marketable skills — he's a plumber and she is a nurse. But going back to work seems to

be a very low priority at this point. Their Plan A is to keep on cruising ". . . until we run out of money or health, and I hope that will be a long, long time from now." Erhard and Ann's advice to others: "Your best asset is common sense."

Jabulani — Caliber 40 LRC Raymond & Lyn Fripp, San Diego

"I've always loved the sea," says Raymond, "and (to quote *Wind in the Willows*) messing around in boats." He and Lyn, his "mate for life," are originally from South Africa, although they have lived many years in the U.S. So they are looking forward to "braving" the South African coast during their lap around the planet.

As a kid, Raymond learned to sail with the Sea Scouts and built a catamaran when he was in his early 20s. While living in New Mexico, he took courses at sailing schools and Lyn joined him on bareboat charter vacations. They finally broke down and bought their own boat after retiring a few years ago.

After breaking in *Jabulani* in SoCal waters, they spent the past year exploring Mexico in preparation for their open-ended circumnavigation.

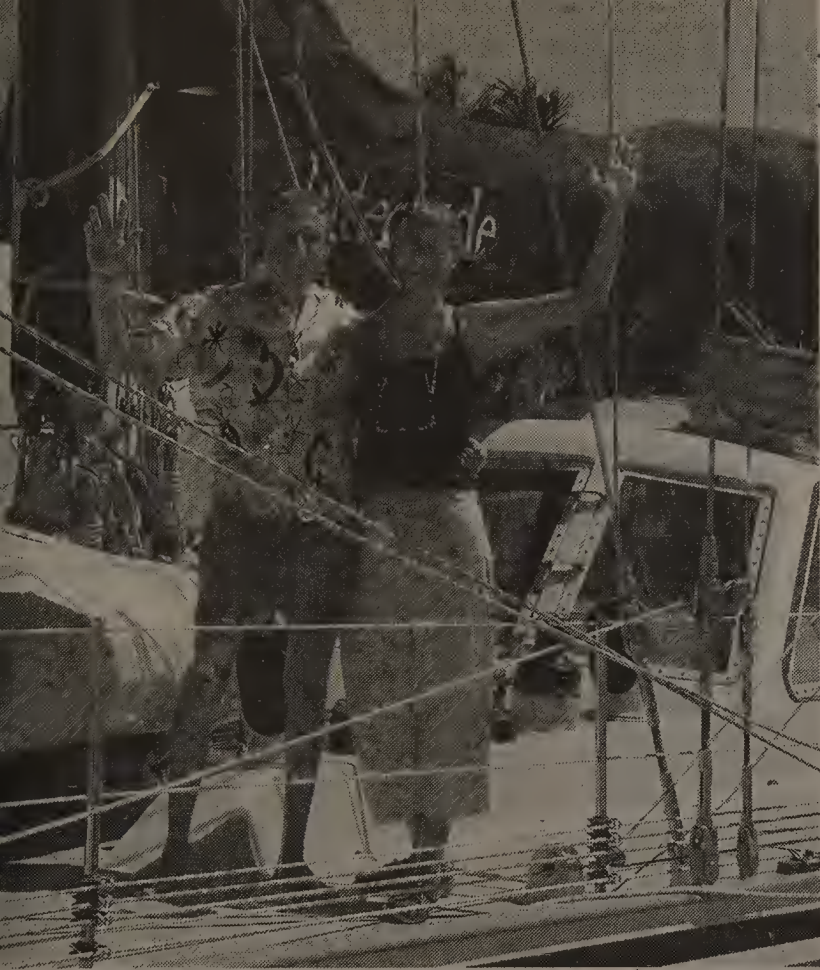
Kemo Sabe — Columbia 9.6 (31 ft) Al Meissenburg & Kathy Feyk Dana Point, CA

"Have a plan, and stick to it," advise

Headlin' out: Shortly after we went to press with their profile last month, Erik and Lisa of the Alaska-based 'Hoonah' set sail for Polynesia.



COURTESY ORION



Kurt and Katie doublehand their sleek Deerfoot 74 'Interlude' like there's nothin' to it. And they may make the fleet's quickest crossing.

Al and Kathy, "and don't wait until you are too old to enjoy it." Both are now fiftysomething, and they're practicing what they preach.

"We were just babes in the woods when we left last November," admits Kathy, but despite the limited number of creature comforts aboard their 31-footer, they seem to be thoroughly enjoying themselves. "We've been impressed by how much there is to see and do just within Mexico. And by the warmth and friendliness of the Mexican people."

Not every woman would be enthusiastic about making a major ocean crossing on a 31-footer, but Kathy seems to be rarin' to go, despite the fact that this is her first bluewater passage. No doubt she has confidence that Al's ample experience will carry them through safely. Back in '76 he did a "major cruise" through the Caribbean, then down the east coast of South America to Brazil and back. The couple intends to do the "normal coconut milk run" to New Zealand, "with a deep detour into the Tuamotus and Cook Islands."

Anore — Folkes 39
Charlie & Jean Sheppard
Vancouver, BC

We'd bet that few Puddle Jumpers know their boats better than Charlie and Jean, as they've lived aboard her for the better part of 14 years. Mind you, the first four years were spent at the dock in Vancouver, but in '93 they began a lei-

surely cruise to sunnier latitudes and took seven months just getting to Mexico.

Shortly after settling into the Mexican cruising lifestyle, they become grandparents, so they have spent the past 9 years sailing up and down Mexico's Pacific coast (with additional forays inland), occasionally putting Anore in storage so they could head home to get a 'grandparenting fix.'

This chapter of their lives is coming to an end, however, as they've decided to head back to Vancouver this season, via Hawaii. Reflecting on their experiences, while thinking about would-be cruisers back home, Jean says, "I am so glad we spent our years in Mexico when life here was simpler and cheaper, and the world out there was in less of a mess. But if the desire still burns . . . go for it!" Crewman Ray Reznik will be along on the trip north.

Fluid Motion — Westsail 32
Kevin Clements & Stephanie Los,
Long Beach, CA

Having bailed out from the fast-paced high tech industry, Kevin and Stephanie (who were both software developers) spent the past nine months exploring the Sea of Cortez and mainland Mexico. They've been impressed most by "the beauty of the ocean and places that are only accessible by boat, and the humble people we've met in small fishing villages."

They spent six years renovating this stout little 32-footer at dockside in Long Beach, and now all those long hours are paying off as they set sail for French Polynesia. As they work their way west toward New Zealand, the idea of exploring the abundant lagoons of the Tuamotus is high on their 'must see' list. Definitely not in a rush, they plan to spend 2 to 5 years voyaging.

Seafire — Searunner 40 tri
The Dean Family, Seattle, WA

Here's another cruising couple who've brought their kids along to enjoy the fun.

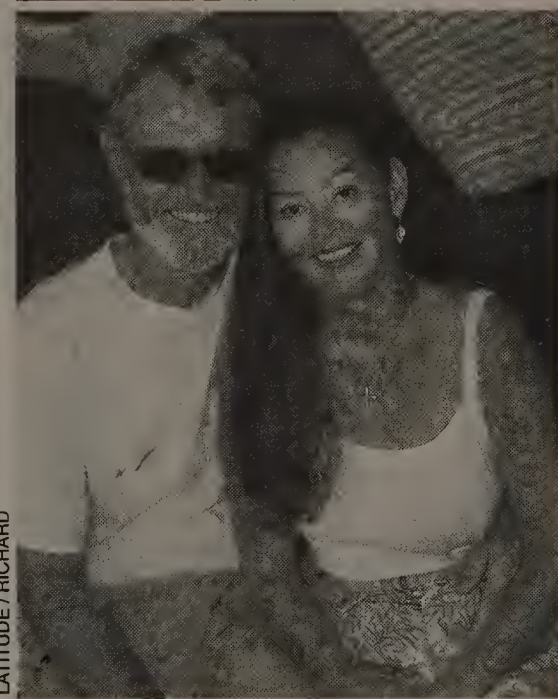
No doubt part of Bill and Karryn's motivation for exposing their kids to the world of cruising now, while Jackson is 11 and Naomi is 7, is that when Bill was 10 his parents took him on a grand tour of the South Pacific. Ironically, Karryn was learning to sail in New England at about the same time.

When Bill's family returned from that first trip in the mid-'70s they went to work building *Seafire* — not surprising, since Searunner tris were one of the hottest boats going at the time. Like many other vintage Searunners, she's apparently still going strong.

Unfortunately, that's all we know about this sailing family. But we hope they'll drop us a note as their adventures progress.

Priceless — Pearson 424
Karen & Mike Cregan, San Diego

By the time we caught up with Karen and Mike via Ham email, they'd already acquired a very exotic address: the Galapagos Islands! No doubt they were among the first to depart for points west this year. As far as we can tell, it's nearly 3,000 miles from the Galapagos to



Not long after we snapped their picture at Z-Fest in January, Mike and Karen of 'Priceless' set sail for the Galapagos.

French Polynesia, so Karen and Mike should have some 'priceless' adventures to relay the next time we hear from them.

Bonne Idée — Pacific Seacraft 40
Becky Swan & Chris Goode
San Francisco

Some South Pacific cruisers take years to wend their way from the

LATITUDE / ANDY

LATITUDE / RICHARD

PACIFIC PUDDLE JUMP, PT II



LATITUDE / RICHARD

Becky and Chris bought 'Bonne Idée' new in '98 and were able to specify their own unique modifications.

Marquesas to New Zealand and Australia, while others seem to make a beeline with their afterburners on. Becky and Chris are in the latter group, but then, they are on a mission: Chris' son will turn

21 and graduate from the university in Perth in December, 2003.

That reunion will also be momentous in that Chris will have come full circle, so to speak. He first learned to sail dinghies in Perth during his childhood. By contrast, Becky learned to sail on Lake Michigan. We have no idea how or when they met, but they eventually moved to San Francisco and sailing became their passion shortly afterwards. In '98 they bought *Bonne Idée*, complete with their own customized modifications, and spent the next four years fine-tuning her for cruising.

Beyond Australia, their plans are completely flexible, which is appropriate to their cruising philosophy: "Don't waste too much time planning, once you get out there everything changes."

Mermaid — Aleutian 51
The Stout Family, Hollywood, CA
 "Someday is today!" explain Mike and Robin Stout. "We had planned to go cruising when we were retired and the

kids were grown. But two sudden deaths and a debilitating illness in the family made us realize that life is too short to put off what you really want to do. You don't know how long you have, and if you put off what you really want to do until 'someday', 'someday' may never come."

We applaud them for their insightful attitude, and, having met the family during the 2002 Ha-Ha, we know they're having the time of their lives while pursuing their long-held dream. What is truly unique about the *Mermaid* crew, however, is that they are filming segments for a TV series during their travels, with their son Austin, 14, as the star. Mike and Robin were both Hollywood producers prior to chucking it all for the cruising life. Their nephew Jesse Richardson, 24, completes the crew.

Mike and Robin have made time for sailing throughout their careers. In fact, their first date was sailing on a Hobie Cat in Texas. They now intend to spend the next two years visiting the Marquesas, Tuamotus and Society Is-

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— GOING, GOING, GONE

lands before heading north to Hawaii and back home to the U.S. For inspiration, they draw from the words of Mark Twain: "Twenty years from now you will be more disappointed by the things you didn't do than by the ones you did do. . . Sail away from the safe harbor. Catch the trade winds in your sails. Explore. Dream. Discover."

Evolution — Custom Paine 65 The Gross Family, Elfin Cove, AK

Many things distinguish the *Evolution* crew from typical cruisers. For starters Alan (a.k.a. Dad) and Monica (a.k.a. Mom) have temporarily abandoned their careers as physicians to take their four kids — no that's not a typo — on the adventure of a lifetime. Also, we'd bet Alan is the only doctor you can think of with a background in commercial fishing! Oh, and did we mention that he also plays a pretty mean fiddle?

You've got to admire Alan and Monica's courage — not for attempting a nearly 3,000-mile ocean crossing,

LATITUDE / RICHARD

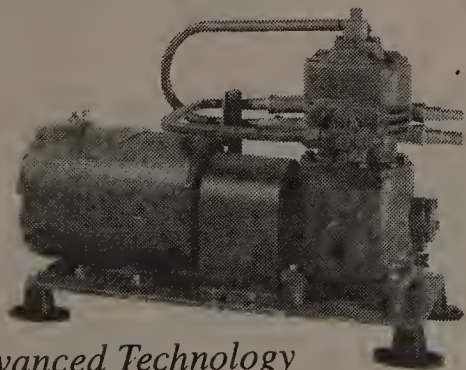


that's the easy part. The hard part will be keeping the kids amused during those long weeks at sea. That said, their Chuck Paine-designed 65-footer is certainly a comfortable platform for the ultimate family adventure. Having initially sailed south with the 2002 Ha-Ha fleet, *Evolution's* long-range game plan is to

Talk about 'quality time'. . . The Gross family is taking a break from life in Alaska to pursue Mom and Dad's cruising dreams.

complete a Pacific circuit — Alaska, Mexico, New Zealand and back to Alaska — during the next 2 to 5 years. We look forward to hearing more about this colorful family in the coming months.

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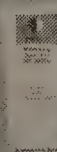
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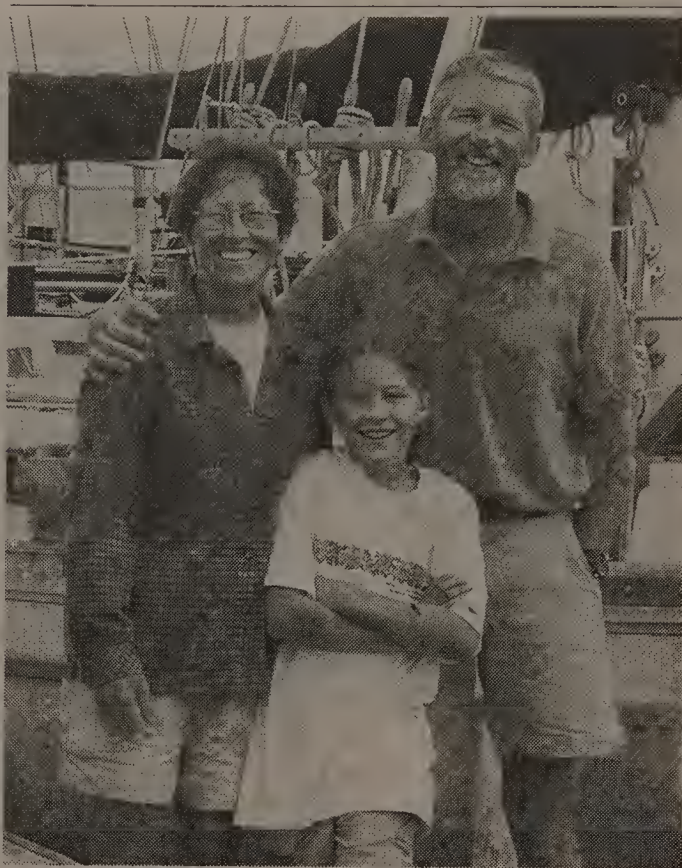
PACIFIC PUDDLE JUMP, PT II

Mintaka — Ingrid 38 The Bennett/Rogin Family Salt Lake City, UT

Although Mark and Robyn have only been sailing for about 10 years, Mark says he's had dreams of bluewater cruising all his life. They sailed south from Seattle with their son Eitan, now 11, two years ago and have done most of their Mexican adventuring in the Sea of Cortez.

It's not easy to break away from serious careers — Mark is in electronics and Robyn is a physician — not to mention pulling your kid out of school. But, as many families have proven in the past, the benefits of cruising as a family are substantial, and young Eitan will get a hands-on education that could never be equaled in a classroom. Like many Puddle Jumpers, they intend to island-hop to New Zealand, then reassess their game plan.

Friend Peter Ballantine, who has extensive South Pacific sailing experience, will round out *Mintaka's* crew.



COURTESY MINTAKA

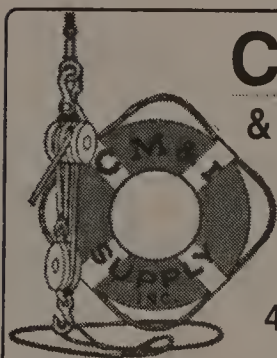
After discovering the many wonders of the Sea of Cortez, Robyn, Mark and their son Eitan are headed for new horizons aboard 'Mintaka'.

Reunion — Cape George 31 Dennis & Marta Jensen, Seattle, WA

Shortly before we went to press, we heard from *Reunion* — and their report is appropriately exotic. Dennis and Marta emailed us from the Galapagos Islands where they had recently arrived from El Salvador.

Sadly, within three hours of their arrival at Academy Bay on Santa Cruz Island, a fishing boat collided with *Reunion*, seriously injuring Dennis' hand in the process. He was flown to the mainland for surgery and, at this writing, is convalescing prior to setting off for the Marquesas. Dennis and Marta are no strangers to the highs and lows of cruising, however, as this is their third major stint of ocean voyaging. The first was a 1979 cruise aboard a 29-footer, from San Diego to Mexico, then north to Hawaii and Alaska, where they

29-footer, from San Diego to Mexico, then north to Hawaii and Alaska, where they



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built their own home.

In '84 they set off again aboard a 42-footer, completing a circuit from San Diego to Hawaii to Alaska. "We have lived on 6 sailboats for 17.5 years," notes Marta. "Yes, as a wife I'm counting!"

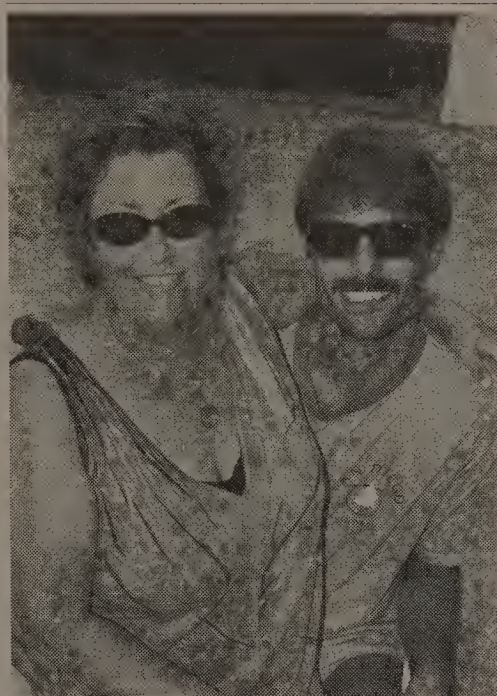
After moving to Whidby Island, near Seattle, Dennis decided to build *Reunion* in anticipation of their current cruise. She was launched in May of 2001, and they set sail for Mexico in early September. "We rounded Cape Flattery a few hours before 9/11," Marta recalls, "and did not know about it for 11 days, when we anchored in Cojo Anchorage (near Pt Conception)." At first, when they heard the radio reports, they thought they were listening to a radio drama — like a modern-day version of War of the Worlds.

Since then, they have greatly enjoyed the cruising life throughout Mexico and Central America.

Seductress — Custom 45 sloop

Fred Cassell, Oxnard, CA

We're not sure if Fred is a joker or a



LATITUDE / RICHARD

Julie and Karl of 'Shadowfax' plan to be in New Zealand within the year, so Julie can reconnect with her roots.

quick learner — or both. In his P.J. questionnaire he claims he's only been sailing for a year. If that's true, he's got some pretty ambitious plans. Fred intends to

sail *Seductress* first to Panama, then across to the Galapagos. From there he plans to make the nearly-3,000-mile voyage to French Polynesia, and eventually sail on to the Marshall Islands, the Philippines, Hong Kong, Thailand "and on." He makes no mention of crew, so we assume he's singlehanded.

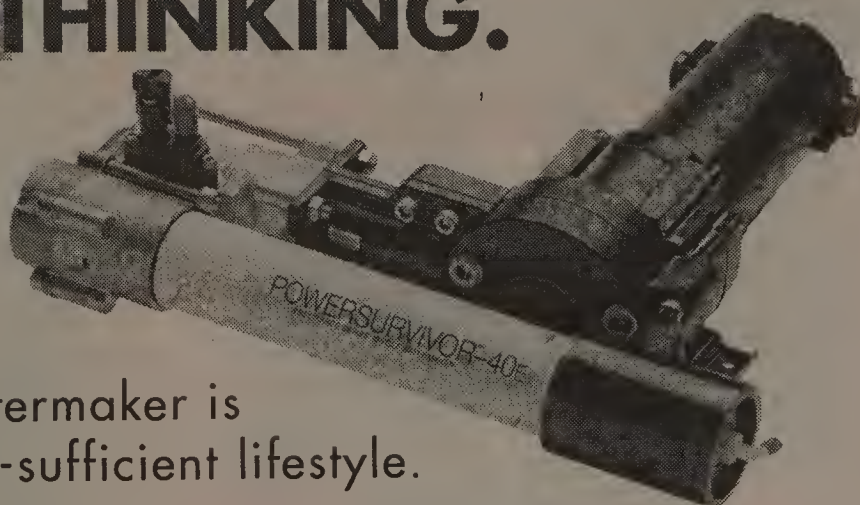
Ambitious as it may sound, we have a feeling Fred has a lot more boating experience that he's admitting. We do know, for example, that he crossed at least one ocean during his stint in the Navy. Hopefully, Fred will regale us with some tales of his adventures sometime in the future. Until then, we'll leave you with his words of advice to the folks back home: "Only believe half of what you hear!"

Shadowfax — Islander 44

**Karl Morrow & Julie Summers
Ventura**

Karl and Julie are one cruising couple with a very specific goal. They seem determined not to get hung up in either Mexico or the small islands of the South Pacific, as they've set their sights on New Zealand, Julie's native country. Both are

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PACIFIC PUDDLE JUMP, PT II

still in their 30s — young by Puddle Jump standards, so we salute their resolve in breaking away from the mainstream to take this ambitious sabbatical. No doubt they can pick up where they left off — he is an airline technician and she is a realtor — when they've subdued their wanderlust. After a New Zealand sojourn, they have no set plans.

Although this will be the first bluewater passage for both Karl and Julie, they've done extensive cruising in British Columbia and along the west coast of the U.S.

Dragon's Lair — Peterson 44 Bill Kutlesa & Gayle Summers San Diego

After a year of cruising in the warm latitudes of Mexico, Bill and Gayle offer this advice to would-be cruisers: "Buy the best water-cooled freezer money can buy, and if you have any money left over, get a boat."

They sailed south with the Ha-Ha fleet last fall and are now looking ahead to "more exotic destinations" as they make a sensibly-slow exploration of the South



LATITUDE / RICHARD

Ha-Ha 2002 vets Gayle and Bill of 'Dragon's Lair' plan to take plenty of time to explore the heart of the South Pacific.

Seas: "We're thinking three to five years in the Pacific and then on to the Med," they say.

Bill has been around both sail and power boats since he was a kid and he's raced actively in SoCal waters for roughly 20 years. First Mate Gayle caught the sailing bug about five years ago and has

done plenty of racing and local cruising since. Today, their cruising plans are open-ended.

With that, we'll leave you to nestle back into your own cruising pipe dreams about making bluewater passages to exotic, sunkissed landfalls. Who knows, maybe your own bio will grace these pages one of these days. As you've seen here, ocean voyagers come from a wide variety of backgrounds and travel the world on dramatically different budgets. While a few Puddle Jump boats are million-dollar marvels, others are vintage production boats, manufactured 30-odd years ago as modest racer/cruisers.

As we said in our intro, getting 'out there' is often more about having the will power to make this radical life change than about having buckets of money and an endless assortment of fancy gear. To make our point, we'll borrow a quote from solo circumnavigator Robin Lee Graham, "At sea, I learned how little a person needs, not how much."

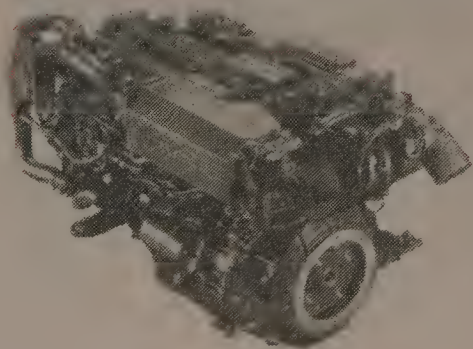
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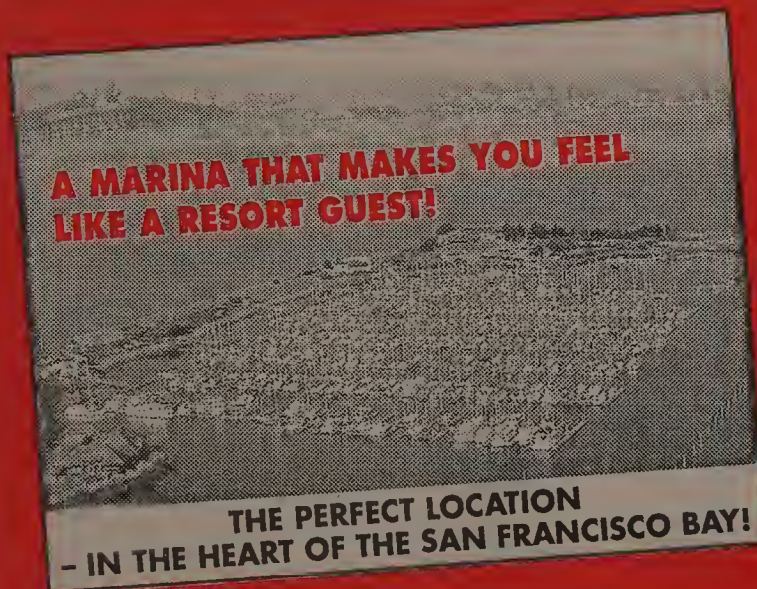
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"My favorite is Lo Fat's Vegetarian Seafood," said Roxanne Scholes.

"I like To Mein a lot better," said Seth Schwann, one of my cockpit crew. "It's much more authentic."



Did they or didn't they? Above, one of the great Ming junks compared to Columbus' 'Santa Maria'. Right, proposed routes.

"How about Italian?" suggested Rosetta Stone, a new trimmer. "Let's go to Sal Minella's."

"I didn't feel too good after our last dinner there," Roxanne vetoed. "And besides, we'd need reservations."

It's truly amazing how long it takes a small group of sailors to agree on something as simple as where to go for the après-sail dinner. We wanted a big, round table and had no reservations, so Chinese was the obvious solution. After debating which one was the best combination of near, good and cheap, our entourage slowly migrated toward the front door. We were still trading driving directions and confirming the number of seats at the table when Lee Helm staggered in, having just now made it back to the club after the race.

"Like, I hate when this happens," she fumed. "Wind shut off at sunset, so of course only the small boats are caught out."

"They should start the small boats first," I said by way of trying to show sympathy. "Join us for dinner? We're all going out for Chinese."

"For sure," she answered. "A hot bowl of seaweed soup is just what I need."

Ten minutes later, we were all taking our places around a big round table at Lo Fat's Vegetarian Seafood restaurant.

"Wherever you go," mused Seth as he sipped tea from the tiny porcelain cup,

Voyages of the Treasu



"you can always count on finding a great Chinese restaurant."

"Not surprising," added Roxanne, "seeing as how the Ming dynasty left colonies all over the world some 70 years before Columbus had even made it across the pond."

"Uh-oh," said Seth, a history major with a specialty in sinology. "You've been

reading 1421, that Gavin Menzies book!"

"Yes, and it's a great read," she said. "Did you know that they had ships over 400 feet long with nine masts? And they sent a fleet of over a hundred ships out to explore the world in 1421? The evidence is pretty compelling."

"And quite soundly rejected by everyone who knows anything about that era,"

Fleets, 1421~3



said the historian. "Look, the guy's an amateur with a radical theory, and there's a TV special being built around it. I can't think of a better formula for bad history and bad science."

"Like, my bogosity meter jumped, too, when I first read about this," added Lee Helm. "But I gave it a read, and now I'm not so sure. I mean, the guy may be an

amateur historian, but he's a professional mariner, and I put at least as much creed in this combination as with professional historians who are amateur sailors."

"He's another Thor Heyerdahl," said the historian dismissively.

"Is not!" said Roxanne.

"Is!" insisted Seth.

"Is not!"

"Is!"

"Check out his bibliography," interrupted Rosetta Stone, a linguist specializing in ancient languages. "Not a single Chinese language source! How can anyone possibly track the voyages of Zheng He without being able to read all the primary sources?"

"Exactly," added Seth. "There's a lot of contemporary material about the seven voyages of Zheng He's fleets, and very little of it has been translated. If you study it in any depth you come to realize very quickly that if Zheng He went anywhere outside the Indian Ocean or Southeast Asia, we would know about it. He wrote about it all, and he didn't write a word about himself or anyone else going beyond where the conventional wisdom says he went. He just didn't do it, period."

"How come there are no spare ribs on this menu?" complained Charles River, my new foredeck crew. Charles had been a college sailor in Boston, and was a recent transplant to the Bay Area. "The yacht club in Marblehead had dinner service that was better than any restaurant in town. None of this grill-your-own-burger stuff."

"Welcome to the Left Coast," noted Lee. "The vegetarian potstickers are good here."

"Take a look at the track chart Menzies proposes," said Roxanne as she reached down under her chair where she had stashed a small kevlar sea bag. She pulled out a copy of the book in question. The full title was *1421: The Year China Discovered America*.

"Zheng He himself never went further than the Indian Ocean," she explained. "Maybe that's why he doesn't write about it. It was the vice-admirals under him that took their fleets around the world, after the fleet split up."

"We'd know about it if they did," insisted Seth. "And yes, I know all about the extreme reversal to isolationist policies that began in 1431 and the deliberate destruction of all the voyaging logs, and that it became illegal to even build a junk with more than one mast."

"But if some of those ships never came back, there would be no records in China of where they went," Lee pointed out.

"Of course not," allowed the historian. "But then one must answer the meta-question: what is discovery? If you don't know where you are, and no one follows in your wake, have you really discovered anything?"

"Okay," said Roxanne. "Columbus can keep some of the credit. But there's too much evidence of Chinese landings in the Americas to dismiss. Just because there's no record of it in China doesn't mean it didn't happen."

"From my POV," said Lee. "Making an ocean passage in a small boat is no big deal. Like, all it takes is a good boat, good

superiority. Instead, they arrived with their treasure ships, showered the local rulers with exotic gifts, and offered first class round-trip tickets to Beijing. This must have been the junket of a lifetime: Remember, the treasure ships were in

covery has been soft-pedaled," observed Lee. "Eunuchs, concubines... Like, talk about your Victorian anti-hero!"

"It hasn't been soft-pedaled at all," insisted the historian. "It didn't happen."

"Did!" said Roxanne.

"Didn't!" repeated Seth and Rosetta together.

"Did!"

"Didn't!"

"What about that stone tower in Newport, Rhode Island?"

"Oh, that thing," said Seth with some contempt showing in his voice. "That's been the subject of the whacky-theory-du-jour ever since Colonial times. Might as well join the tin foil hat crowd if you're going to speculate about the Newport tower."

"But the mortar has been dated as 15th Century — after the Vikings and before the Anglos," said Roxanne. "And it's built exactly like other Ming lighthouses."

"... according to Gavin Menzies," said Seth. "Go to the primary sources."

"Like, maybe the reason there have been so many theories about the Newport tower," suggested Lee, "is because none of them made any sense until this one. Unless Gavin Menzies is seriously misrepresenting some easily verifiable facts, there's a good case to be made that it really is a Chinese lighthouse and observatory."

"What good would an observatory do them?" I asked. "They didn't have any optical technology, did they?"

"No chronometers," said Seth. "And they couldn't predict eclipses nearly as accurately as the book suggests."

"For sure," said Lee, "Menzies is a little unclear in describing how they used astronomy for their surveys, but it's really not all that complicated."

"It's easy to get latitude," volunteered Roxanne, "just by the angle of Polaris above the horizon."

"Right, that's the easy one," said Lee. "If you're standing at the North Pole, then Polaris is right overhead. On the equator, Polaris is always on the horizon. So the angle of Polaris above the horizon is equal to latitude. Although, like, it does wobble around a little and you have to make some corrections to be really accurate."

"And it doesn't work at all in the Southern Hemisphere," added Roxanne, "because you never see it. Which is why

*"An ocean passage in a small boat is no big deal.
All you need is a good boat, good sailors or good luck.
Two out of three is usually good enough."*

sailors or good luck. Two out of three is usually enough, and sometimes just one is all you need. Considering the size and number of ships in the Ming fleets, and how much bigger and more capable they were than anything the Europeans would have for centuries, I think that, like, the burden of proof falls on people who claim that these ships *didn't* make trips around the world."

"You been told!" Charles said gleefully to the historian, totally buying Lee's argument.

It was time to place our orders with the server, and except for Charles, who had been looking at the menu and frowning, we hadn't even thought about what to order.

"Seaweed soup all around," I said, remembering Lee's preference.

"Seaweed?" complained Charles. "What about won ton?"

We ended up with two orders of soup, one of each, to accommodate him. I ordered clay pot eggplant on Lee's recommendation, added a sizzling seafood combination, a couple of hot and spicy prawn and scallop dishes, and a whole fish in garlic sauce. And some chow mein, to satisfy the East Coast palate, but Lee made sure it was "Hong Kong style."

"And stickers! Don't forget the stickers!" added the foredeck crew.

"See? All without cracking open the menu," observed Roxanne. "Proof of early cultural globalization."

"Actually," said Seth, "it's very interesting to examine the Ming version of expansionist foreign policy. They didn't come as a conquering colonial power — which would have been easy across most of Southeast Asia, India and East Africa considering their overwhelming naval

fact over 400 feet long with deck after deck of private cabins and a full complement of on-board concubines. And all the Ming emperor wanted was a token expression of tribute from the foreign rulers and ambassadors that were brought to Beijing. It wasn't the commercial value of trade, so much as the show of cultural and technological superiority."

"Sure sounds better than the usual rape 'n pillage and convert-to-my-religion version of medieval conquest," I remarked.

"No modern government has ever spent that much of its national resources on something as intangible as simply showing off superior technology," stated the historian.

"Um, can you say 'Project Apollo?'" whispered Lee.

Our pot stickers arrived, and that's when Charles River realized that there were only chopsticks on the table.

"Can I have a fork?" he asked the server.

She nodded politely and rushed back to the kitchen.

"Let me see that book, while I wait for my fork," he asked Roxanne. "Is there a track chart in there?"

He studied the track chart, passing his finger along the line tracing the return route of one of the fleets of ships over the top of the Eurasian land mass.

"Yikes," he exclaimed. "They even went north of Greenland! That Zhou Wen guy sure had balls."

"Well, actually, no," the historian corrected. "The admirals were all eunuchs."

"Geez..."

"And Jesus wasn't involved either," said Rosetta. "Zweng He was a Moslem, working for a Confucianist government."

"No wonder this version of world dis-

— JUNKING COLUMBUS

they went to so much trouble to find other stars that they could use the same way."

"Menzies makes a big deal about that," said Lee, "but I kind of wonder if it was that big a deal to the Mings. They could find the virtual pole of the southern celestial sphere easily enough, and like, they did know the approximate declination of the sun for every day of the year. So they were probably getting their latitudes from noon sights or other meridian transits without too much trouble."

"How does that work, I mean without a sextant?" asked Charles.

"Same deal," said Lee. "Just measure the angle above the horizon of the sun, star or planet when it bears due north or south. If you know the latitude of the point on earth that is directly under the celestial body — that is, the declination, which is constant for stars and takes a whole year to go from 23 north to 23 and back again for the sun — then you can figure out your latitude."

"But how could they tell when the sun was exactly due north or due south with any accuracy?" asked Rosetta.

"They had the best compasses in the world at the time," noted Seth.

"That's magnetic and they want true. And wouldn't you think they needed it fairly precisely?" asked Roxanne.

"They did it the same way we do it today," Lee explained. You just keep measuring the angle above the horizon 'til it reaches a maximum and starts to go down again. Or a minimum, if the point under the celestial body is between you and the pole. A little adding or subtracting of angles, a little correction for refraction — which I'm sure the Chinese had figured out empirically after, like, all those centuries of development — and you have your latitude."

"But you still need a sextant to measure the angles, no?"

"No way," explained Lee. "With a few helpers, and a big ship and some calm weather, they probably did fine with various combinations of sticks and rulers."

Lee drew some diagrams on the paper tablecloth, and our foredeck crew's face lit up. "So that's how it works!" he exclaimed. "And all these years I thought celestial navigation was hard!"

Our soup arrived, and conversation stopped as we hungrily followed the server's ladle as it filled each bowl.



"Okay," I said after we had all had a few sips, "I still don't know what they did with a so-called 'observatory,' and why they needed a stone tower."

"An observatory is really just a substitute for a sextant and a transit," Lee explained. "I imagine there were carefully measured holes and sighting points attached at various places to the structure, so they could determine the angles of celestial bodies above the horizon much more accurately, and also, like, measure the time of meridian transits to get their longitude. A meridian transit," she said as she turned to the foredeck crew, "is when the longitude of the point right underneath the celestial body is the same as your longitude, or when the azimuth is due north or due south."

"But with no chronometers," said Seth, "How could they measure the time of the meridian transits? I understand that if you know the exact time of a meridian transit, you have your longitude. But it would be hundreds of years before Harrison invented the chronometer."

"They had a device called a 'water clock' that was accurate enough over a period of a few hours, especially if it was on land. Sort of a stopwatch, but like, that's all they needed. To get longitude, all they had to do was wait for a lunar eclipse, start the stopwatch, and then see how long to the next meridian crossing of a major star."

"That doesn't tell them anything!" he insisted. "Not without a time reference to GMT — or should I say BMT for 'Beijing Mean Time'?"

"For sure. But like, if the observatory back in China watches the same eclipse, and measures the time to the meridian crossing of the same star, then both observatories will have timed the meridian transit to the same time reference, that is, timed it to the eclipse. And the time difference will be proportional to the longitude difference: One hour for 15 degrees of longitude, four minutes of time for one degree of longitude, four seconds

of time for one minute of longitude, which is a mile at the equator. So like, I think they could map things to within a few miles of longitude, if they were patient about it. And like, if you think about it, they didn't even have to use the same star. Any star in their star chart would do, because the angles between all the stars stay the same."

"The Chinese had already been developing their star charts for over a thousand years," confirmed Seth.

"So let me get this straight," I said. "First you sail halfway around the world. Then you build and calibrate this tower, wait for a good view of an eclipse — and that could take years if you're unlucky with the weather — and then sail all the way back to China before you find out where the hell you were?"

"And you have to hope that the weather was clear enough for the folks back in China to have gotten a good reading on that same eclipse," said Lee. "Maybe that's why they wanted to build so many observatories."

"And to make matters worse," added the historian, "when you get home you find that the government, for all practical purposes, has been overthrown. So this little venture of mapping the entire world was axed from the budget when it was just getting started. That is, if it ever got started, which it didn't."

"What about the wrecked treasure ship under the mud in the Sacramento river?" challenged Roxanne. "The evidence there is more than circumstantial."

"Okay, let's examine the evidence for that supposed treasure ship wreck. It's all spin. First, he won't tell us where it's supposed to be. Then the carbon dating report is mysteriously unavailable, the beans identified as Chinese have been lost, the supposed historian who called the wreck Chinese is no longer alive. . . . It's all incredibly flimsy. And even to us sailors, Menzies' scenario doesn't make sense — a ship out of control in a strong SF Bay sea breeze doesn't blow up the river, it washes up in Berkeley! Or any one of a dozen other projections of land, not all the way up the river out of control."

"They might have gone up the river to find fresh water to knock some of the marine growth off the hull," suggested Lee. "Those ships were way too big to careen on the beach."

"And got stuck?"

"Who knows. Maybe they had had enough of the California coast and de

cided to set up camp and wait for the next fleet to come their way."

"Little did they know there wouldn't be any more fleets, at least not 'til they were pretty well assimilated by the locals."

"That's another big part of the evidence," said Roxanne. "Asiatic chickens in various parts of the Americas, linguistic and cultural similarities in certain Native American populations..."

"The linguistic evidence is very flimsy," said Rosetta.

"I dunno, I think Menzies is properly skeptical where his data is thin," said Lee. "At least, I sure didn't get the feeling that he's trying to put anything over on his readers. Also, you have to give him credit for not trashing mainstream historians who disagree with him, like most other writers selling books about their outrageous theories."

Then there's the cartographic evidence," argued Roxanne. "How do you

which was claimed to be an early portrayal of Puerto Rico. "It's not that much of a stretch," he concluded. "I can see them getting the shapes of the harbors a little off if this was just a quick drive-by survey."

"That's why Menzies is believable," said Roxanne. "He's seen all these places from a ship, and he understands the relationship between what's there and what goes on the chart when the information is limited."

"But like, on the other hand, there are some inconsistencies," admitted Lee. "For one of the maps to make sense, Menzies assumes that sea level around the Bahamas was six feet lower than it is today. That would have to mean more polar ice volume, so I don't buy that return route on top of Greenland and Asia."

"Is that route ever possible?" asked Rosetta.

"Wasn't done 'til 1879, by a steamship," said Seth, "although there were attempts as early as the 16th Century."

"Menzies would say that's because in

to navigate in the Southern hemisphere. Trying to get "directly underneath" stars that move all around the sky every night makes no sense. Plus there were little errors, like where he says that a second of time error is equal to a minute of longitude error, when it's really four seconds to a minute of longitude."

Large plates of food began to arrive at our table. But the foredeck crew still had only chopsticks at his place setting. Panic-stricken, he turned to look for a server, just in time to see her approach with the requested fork.

She placed it carefully, almost ceremoniously, on the table next to his plate.

"Would you like me to show you how to use it?" she asked.

We concentrated on food for a few minutes, but when the conversation started up again it was back to the same questions: Had the Chinese been here before the Europeans?

"If any of the claims for that wreck in the Sacramento river pan out," said Lee, "or if we can verify the date and construction style of the Newport tower, then I'll be ready to allow that there's a good chance that they were here. But like, I don't buy the Northeast Passage return. I think they were one-way trips. With so many ships in the known fleets, and so much that can go wrong, even accidental ocean crossings are enough to explain a Chinese presence at some of Menzies' sites."

"Personally," I announced, "I don't care whether Clay Pot Eggplant came in 1421 or hundreds of years later. I'm just glad it's here now."

— max ebb

"So that's how it works! And all these years I thought celestial navigation was hard!"

explain those pre-Columbus charts showing Caribbean islands? Or the pre-Magellan charts showing the Strait of Magellan and parts of Antarctica?"

"You gotta admit," said Lee, "it makes a lot more sense than the lost continent of Atlantis or aliens from outer space."

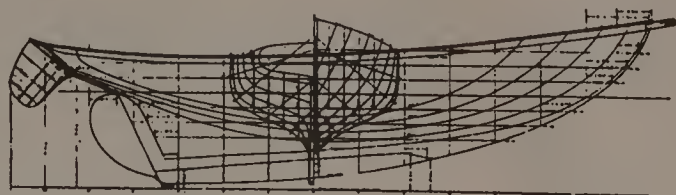
Meanwhile Charles had turned to a page showing a reproduction of a 1424 map that included the island of "Antilia,"

the 16th Century they knew the Chinese had already gone that way!" said Lee.

"But the Northwest Passage wasn't finally sailed all the way through 'til 1905," said Roxanne.

"Still, over the top of Greenland..." Charles said as he shook his head.

"And Menzies is kind of disappointing," continued Lee, "in his inability to explain just how the Mings were trying



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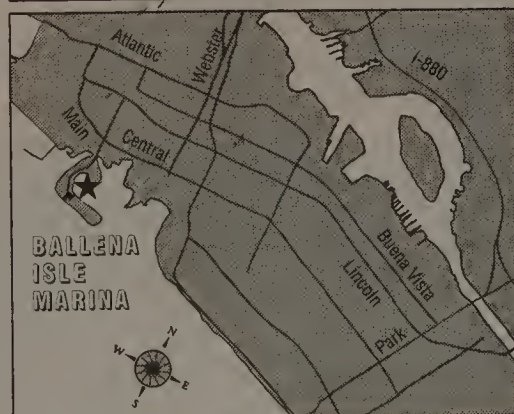
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BVI SPRING REGATTA & SAILING FESTIVAL

"We are invited to forget ourselves on purpose, cast our awful solemnity to the winds, and join in the general dance."

—Thomas Merton, 1915-1968

The world news last month was unfathomably depressing, the worst since 9/11. Obviously, we needed to run away again, forget it all and lose ourselves, if only momentarily, somewhere warm and sunny. Time to cast that awful solemnity to the winds, and put on our dancing shoes. Merton, the enigmatic Trappist monk/philosopher, was contemplating God and the meaning of life when he wrote those words. We twisted them around and heard only, "It's springtime. Get on a plane, go to the Caribbean."

Specifically, we headed for Tortola, in the British Virgin Islands, to participate in the annual BVI Spring Regatta and Sailing Festival. Hosted again by the Nanny Cay Marina, the new and improved format included three days of fun at the posh Bitter End YC (the inaugural Sailing Festival) before the more serious three-day Spring Regatta began. It all sounded great — two fun events rolled into one, a full week in the BVI, a chance to explore Nanny Cay and nearby Road Town, and to revisit the Bitter End. Best of all, we'd be racing with a boatload of friends on an immaculate Swan 48, Jim Conner's *Wind Dancer*.

The catalyst for our latest BVI adventure was, once again, our friend John Glynn, the longtime BEYC marketing guru. As a veteran of a dozen previous BVI Spring Regattas, Glynn felt there was a need to "ratchet up the fun factor" beforehand — hence, BEYC's new involvement with the event. Glynn also couldn't resist the urge to lead a Bitter End YC team into the fray, so he commandeered *Wind Dancer* (which was at the BEYC for the following week's 21-boat Swan Rendezvous) and cobbled together a crew of

local BEYC employees, a few of his Connecticut-based Farr 40 friends and, as luck would have it, several journalists.

"The BVI Tourist Board is pulling out all the stops to promote the new expanded format," Glynn explained. "The Spring Regatta has become the third largest event on the Caribbean circuit behind Antigua (the biggest) and St. Maarten's Heineken Regatta. Now, we're chasing the number two spot — and to get the word out, the Tourist Board is flying in sailing media from all over. Most of them will be racing, including three bareboats full of European journalists!"

This, we decided, was the only kind of frontline, embedded journalism we ever wanted to be involved in. Naturally, we volunteered for the mission.

On Sunday, March 30, we disembarked groggily into the mid-afternoon heat of Tortola's Beef Island International

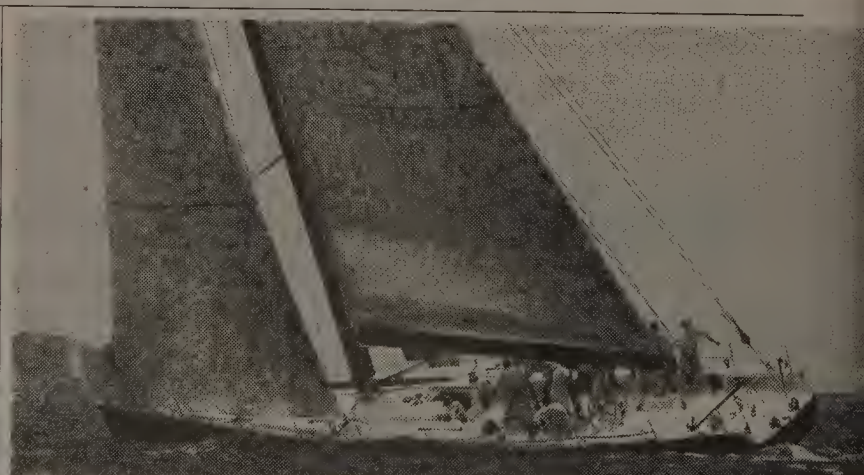
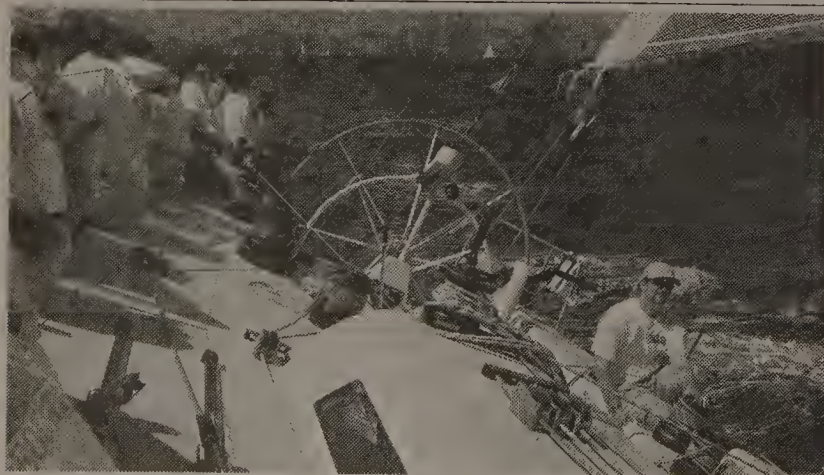
Left, on board 'Equation' during the Sailing Festival. Right, the star of the Caribbean circuit this spring, the new J/V 66 'Sotto Voce'.



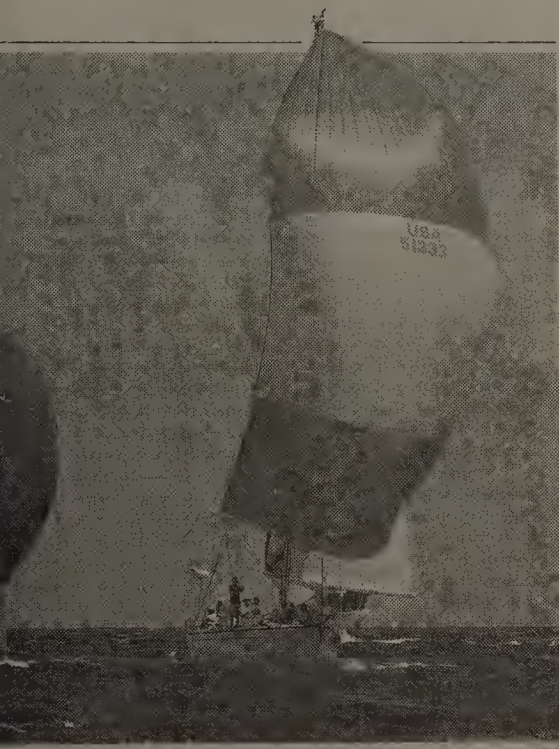
Dancing downwind — 'Wind Dancer' (USA 344) in the thick of things on Friday, the only 'normal' day of the Spring Regatta.

Airport. On the final leg of our all-night journey, we'd taken a Cape Air puddle-jumper over from St. Thomas, a 15-minute flight that took us over the 97 boats — heavy on beach cats and IC 24s (recycled J/24s) — racing in St. Thomas YC's 30th International Rolex Regatta (see www.rolex-cupregatta.com).

For the first time, in a bid for more reliable wind, the three-day Rolex Regatta was moved forward three weeks from its traditional Easter Weekend setting — a happy turn of events for boats that wanted to compete first in the Rolex Regatta, and then cross immediately over about 20 miles to the BVI for the next regatta. Though the Rolex Regatta and the BVI Spring Regatta are head-to-head rivals for race entries and prestige, the winners of the sometimes less-than-hospitable rivalry this year were actually the out-of-town sailors, who got to double-dip the Caribbean racing circuit all in the space of one week.



— EMBEDDED JOURNALISM



TIM WRIGHT

A steady stream of boats — maybe half the Rolex fleet — poured into Nanny Cay on Monday in time for the Spring Regatta welcoming party that night. The following day, at 10 a.m., the Sailing Festival got underway in postcard-perfect 15-knot trade winds. A gratifying turnout, 38 boats, starting *en masse* in a low-key, 15-mile all-upwind race to the Bitter End YC on Virgin Gorda. "We had no idea how many boats would show up," claimed race chairman Bob Phillips of the Royal BVI Yacht Club. "We knew the Sailing Festival was a good concept, but didn't expect nearly this many boats the first year!"

We had the pleasure of being embedded that day on Bill Alcott's Andrews 68+ *Equation* (ex-*Magnitude*), which completed the course in 2 hours, 13 minutes, winning overall by a minute and a half over *Cosmic Warlord*, the Bitter End YC's green Express 37 under charter to SoCal sailor Mick Schlens (who brought his regular crew and crispy sails from his sistership, *Blade Runner*). Multiple America's Cup veteran Stu Argo called

the shots for Alcott, a longtime Detroit big-boat campaigner who loves sailing in the Caribbean as much as anyone we've ever met. There wasn't much for our 18-person crew to do, other than drink cold Heinekens (and, despite rules against moveable ballast, lug the heavy ice chest across the foredeck on each tack).

The ensuing layday at the Bitter End YC, possibly the coolest place on earth for sailors, flew by way too fast. It was a swirl of parties, great food and drink, playing on Hobie Waves and kayaks, and, improbably, visiting with lots of friends from the Bay Area — the St. Francis YC Commodore's Cruise was sharing the anchorage with the Festival fleet! The Cruise, a weeklong tour of the BVI, entailed some 25 bareboats and 125 members, and you couldn't swing a dead cat without hitting someone you knew from home.

While other crews enjoyed the afternoon dinghy races, we stripped *Wind Dancer*, our four-year-old Swan 48, of all its cruising gear and went for a quick practice sail, although our full crew and some of our racing sails hadn't shown up yet. The following morning, we reluctantly left the BEYC during a rain squall, joining the pursuit race back to Nanny Cay. *Wind Dancer* ended up mid-fleet (13th), while the Florida-based Antrim 27 *Rhumb Squall*, with Bay Area sailor Tom Montoya in the crew, won the windy, gray-downwind race.

"The Spring Regatta is never like this," claimed John Glynn, who would repeat that mantra many times in the next few days.

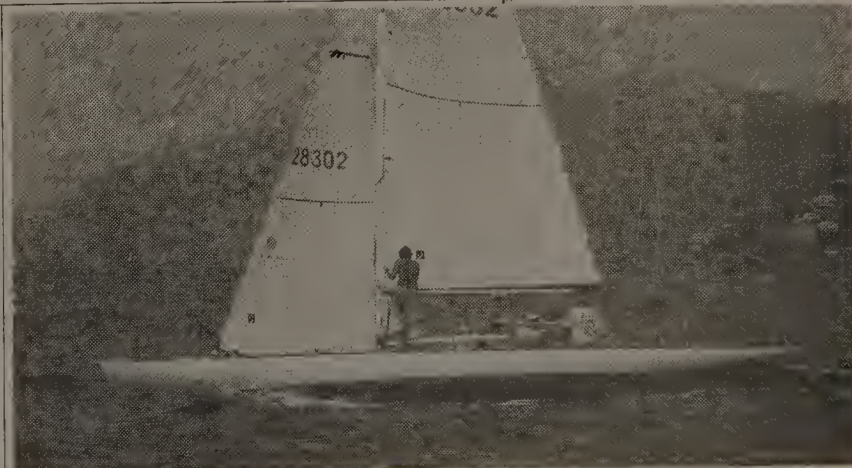
Conditions returned to normal in
Left, 'Wind Dancer' in Sunday's aborted round-the-island race. Right, the 30-Square Meter 'Olva', formerly Bruce Schwab's 'Rumbleseat'.

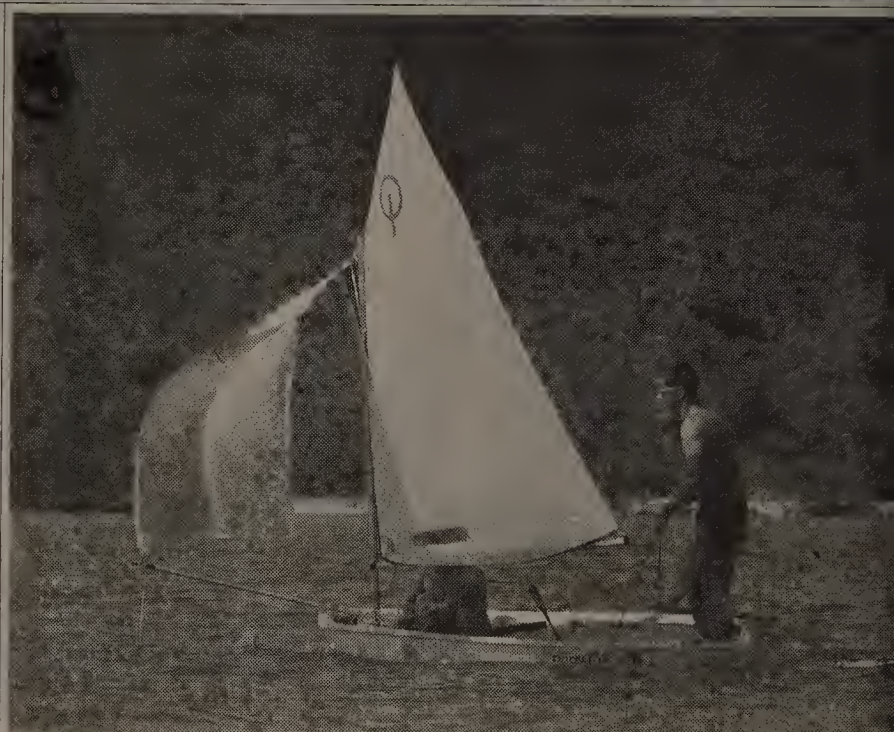
Sir Francis Drake Channel — 18 knot trade winds, sunny blue skies, fluffy clouds — by the time the 32nd BVI Spring Regatta got underway on Friday. A record 138 boats showed up to race, a huge increase over last year's record 114-boat fleet. Racing occurred on two different courses, with the ubiquitous Peter 'Luigi' Reggio — fresh from running the Louis Vuitton Cup (and the Rolex Regatta) — in charge of the varsity course, and Floridian David Brennan handling the other course for bareboats and smaller craft.

Reggio, who runs a tight ship, fired off four windward-leeward races the first day for his seven spinnaker classes. Using two windward marks, a starting line on one side of his committee boat and a finishing line on the other, and lots of radio communication, Reggio was able to maximize our time on the water.

The pecking order in each class was quickly established on the first day. In Racing A, Arien van Vende's new *Sotto Voce*, a sleek black Judel/Vrolijk 66 design steered by Jens Christensen, and Clay Deutsch's familiar Swan 68 *Chipewewa* tied for the day, with *Equation* a distant third. The trio had skirmished a month earlier at the Heineken Regatta, where *Sotto Voce* won every race. Like *Pyewacket* last year, *Sotto Voce* was well on her way to running away with the Caribbean Big Boat Series, a three-legged tour consisting of the Heineken, BVI Spring Regatta and upcoming Antigua Sailing Week (April 27-May 3, www.sailingweek.com). Tom Hill's brand new R/P 75 *Titan XII* will finally debut at Antigua and should give *Sotto Voce* some competition — but the 2003 BBS trophy might as well be engraved now.

Frank Savage's Swan 56 *Lolita*, with Annapolitan Geoff Ewenson sharing the driving, put Racing B on notice with four bullets. The large (21 boats) and competitive Racing C group was whittled down when the Melges 24 *Slam* dis-





masted again (their third time in two years) and the Antigua-based Olson 30 *Lost Horizon II* was T-boned by the Bene-teau First Class 10 *Uncle Sam* in the last race of the day. *Lost Horizon*, which was winning the Caribbean Ocean Racing Triangle (the nuclear St. Croix Regatta in February, the Puerto Rico Regatta in March, and this regatta), limped back to Nanny Cay and was awarded redress in the form of their average points (3.67) for the day.

Things started well enough for us in our class, the 9-boat Racer-Cruiser A fleet. We bulletted the first race, while our UK-based sistership *Celerity* struggled to a sixth place finish. In race two, a foredeck meltdown at the leeward mark started an ugly chain reaction that included semi-shrimping and fouling a boat, leading us to take an expensive DNF. *Celerity*, with brand new 3DL sails

Clockwise from upper left — Gary Weisman (left) and the 'Celerity' afterguard; 'Equation' powers upwind; Jay and Pease Glaser were second in the spinnaker beach cat class; Hobie Waves racing at the BEYC; John Glynn rehydrates after racing; a turbo Opti racing on layday; Mick Schlens and his 'Blade Runner' crew were sixth in Racing C; the 'Green Arches' into the muddy regatta village.

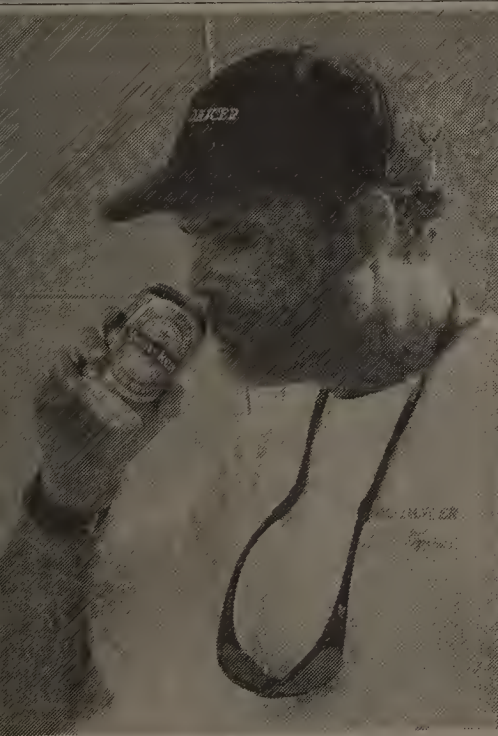
and North Sails president Gary Weisman calling tactics, bounced back with a bullet of their own. We took the next bullet, and they took the final one — but in a no-throwout series we could already see the writing on the wall. "We have met the enemy, and he is us," joked Bob Burgess, our tactician.

A low-pressure system swept through the islands on the second day of racing, bringing torrential rain, thunder and lightning, and ultimately a shifty, dying breeze. The varsity boats got in three more races, while the zippy little beach cats — who also raced with us — snuck in four. A vicious thunderstorm

passed close to the race course, fortunately during a long break between races, and we watched in awe as lightning bolts crashed down into the sea a few miles south of us.

It was cold and wet, and our crew discussed the relative merits of sitting in a warm office in front of a computer with a cup of hot coffee versus being dripping wet and shivering in the cockpit of a Swan 48 at the Spring Regatta. Despite our discomfort, everyone agreed the latter choice was still better, but the gap was closing fast. Several boats, including *Equation*, the tallest target during the thunderstorm, bailed out for the day, and no one could blame them. "The Spring Regatta is never like this," intoned Glynn,

BVI SPRING REGATTA



bolt down the forestay and backstay, mildly zapping the crew and welding Bailey to the wheel for something like 30 seconds. "I had sparks coming out of my fingertips," he claimed. Luckily, other than sore muscles afterward, Bailey was okay — in fact, *Second Nature* went on to finish third in the race and first overall in class!

The fleet was back ashore earlier than usual due to the miserable conditions, which unfortunately also wreaked havoc on the temporary regatta village — a collection of food and T-shirt vendor tents — at Nanny Cay. The novelty of the muddy 'mosh pit' in front of the main stage began to wear thin, and the used straw that was brought in from the nearby horse stables to soak up the mud proved almost unbearably stinky. Our crew opted out of the post-race scene early, heading to Road Town, about 10 minutes away, for a crew dinner before retreating to our digs — some on *Wind Dancer*, some to hotel rooms (Nanny Cay Hotel and nearby Prospect Reef), and, for the luckiest, to a luxurious, four-state-room Privilege 42, which the Catamaran Company provided as the mother ship for our program during the regatta.

The regatta ended with a whimper instead of the hoped-for bang on Sunday, as the previous day's squalls sucked most of the air out of the grand finale, the scenic 30-mile Around Tortola Race. "It's never like this," groaned our frustrated skipper, who eventually recalled that the last day of the 2002 Spring Regatta had suffered a similar fate.

Four classes did manage to finish an abbreviated course, but no podium positions changed from the day before. The 11-strong IC-24 fleet opted for more buoy races, and got in one more heat before the wind evaporated. Local hero Robby Hirst's previously invincible *Crowley Shipping* fell to eighth in that light-air contest, but a string of seven bullets before the tenth and final race insured the former BVI Olympian the class victory. In another closely-watched match-up, the Olson 30 *Lost Horizon* hung onto second in Racing C, good enough to win the CORT series overall against rival *Magnificent Seven*, a USVI-based J/27.

The regatta's anticlimactic ending deprived our crew of the opportunity to pull up into second place, but all aboard *Wind Dancer* still agreed that it had been a splendid week. It was the full 'BVI Sampler' — two different venues, several different race courses, the full gamut of

trying to sound convincing.

Sotto Voce got her groove back in the soggy going, firing off three straight bullets to essentially wrap up the big boat class a day early. *Lolita* posted straight thirds, allowing the Vallicelli 44 *Caccia Alla Volpe* and the black Farr 40 *Riot* (ex-*Still Crazy*) to pull within three points of her. Racing C continued to see the closest competition, with six boats correcting out within 25 seconds of each other in the first race, a tribute perhaps to the effectiveness of the measurement-based CSA (Caribbean Sailing Association) rule. *Lost Horizon*, back on the race track after a late night in the boatyard, put together an uneven 11,1,1 day.

In our class, *Celerity* revelled in the Solent-like weather, racking up three bullets and, like *Sotto Voce*, essentially sealing the class victory. An older German boat, the Nissen 55 *Peter Von Danzig*

broke her mast in the first race, reducing our class to eight boats. We had a 3,2,6 day, with the demoralizing sixth place finish coming after we were blindsided by a 30° windshift. In the short, double-windward races, it was almost impossible to recover from mistakes like that. After two races, we were lying third, way behind *Celerity* and two points behind a well-sailed Jeanneau 52.2, *Igoodia*, which we only saw at the starts.

Meanwhile, on the non-spinnaker course several miles away, competitors got in two races before being sent in. The full fury of the thunderstorm rolled through that fleet during the second race, pinning several boats in gusts and striking at least one boat with lightning. "It was an electrifying experience," joked Bill Bailey, skipper of the Hughes 38 *Second Nature* sailing in the low-pressure Jib & Main class. His boat took a

BVI SPRING REGATTA & SAILING FESTIVAL

weather, lots of different restaurants and bars, lots of friends and good times. *Equation* skipper Bill Alcott, in a cockpit crew meeting before the race up to the Bitter End, said it best: "If, in years to come, any one of you ever figures out how to cram more fun into six days, call me immediately — I'd like to know how you did it!"

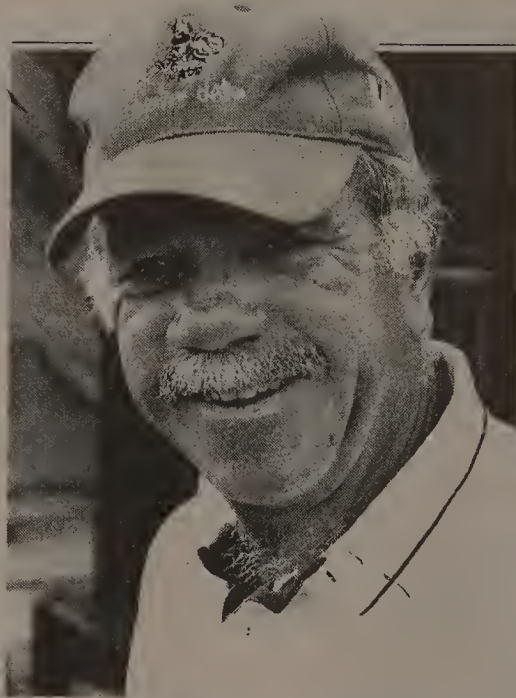
It's a safe bet that Alcott's phone won't be ringing off the hook anytime soon — and that the BVI Spring Regatta, now augmented by the new Sailing Festival, will only get more popular in years to come. Next year's festivities are scheduled for March 30-April 4 (see www.bvi-springregatta.com). We recommend you find your way to the BVI then, and join the 'general dance' of the Caribbean springtime racing circuit.

— *latitude/rkm*

RACING-A — 1) *Sotto Voce*, J/V 66, NED, 10 points; 2) *Chippewa*, Swan 68, USA, 15; 3) *Equation*, Andrews 68+, USA, 25. (3 boats)

RACING-B — 1) *Lolita*, Swan 56, USA, 16 points; 2) *Caccia Alla Volpe*, Vallicelli 44, ANT, 17; 3) *Riot*, Farr 40, USA, 18. (5 boats)

RACING-C — 1) *Magnificent Seven*, J/27,



Life of Luigi — From Auckland to the BVI, Connecticut-based race manager Peter Reggio is in high demand these days.

USVI, 16.5 points; 2) *Lost Horizon*, Olson 30, ANT, 27.67; 3) *Contact Carib*, Melges 24, St. Maarten, 28.5. (19 boats)

IC-24 — 1) *Crowley Shipping*, BVI, 22 points; 2) *No Expectations*, USVI, 28; 3) *Green Boat*,

USVI, 41. (11 boats)

RACER/CRUISER-A — 1) *Celerity*, Swan 48, UK, 13 points; 2) *Igoodia*, Jeanneau 52.2, USA, 24; 3) *Wind Dancer*, Swan 48, USA, 26. (9 boats)

RACER/CRUISER-B — 1) *Cold Beer*, Tartan Ten, BVI, 15.5 points; 2) *Dehlerious*, Dehler 34, BVI, 22.5; 3) *Pipe Dream*, Sirena 38, BVI, 27. (12 boats)

CRUISING — 1) *Rhumb Squall*, Antrim 27, USA, 4 points; 2) *Wildflower*, unknown, USA, 4; 3) *1st Away*, Beneteau 40.7, UK, 6. (11 boats)

JIB & MAIN — 1) *Second Nature*, Hughes 38, BVI, 4 points; 2) *Kraker Jack*, unknown, Puerto Rico, 5; 3) *Hotel California Too*, SC 70 mod., USA, 7. (11 boats)

BAREBOAT-A — 1) *Add to Life*, Jeanneau Sun Odyssey 52.2, 4 points; 2) *Dot Com*, Moorings 463, 4; 3) *Beyond Our Reality*, Moorings 463, 4. (23 boats)

BAREBOAT-B — 1) *Luzula*, Moorings 443, 3 points; 2) *Next Best Thing*, Bavaria 36, 4; 3) *Jennifer*, Beneteau 38, 8. (14 boats)

MULTIHULL — 1) *Manana*, Bahia 46, BVI, 2 points; 2) *Triple Jack*, unknown, BVI, 5; 3) *Shamwari*, 'Spronk', BVI, 5. (7 boats)

BEACH CAT (spin) — 1) *Century 21*, Tornado, USVI, 15.5 points; 2) *Team Tropical Shipping*, Nacra Formula 18, USA, 17.5; 3) *Movistar*, Tornado, Puerto Rico, 28. (6 boats)

BEACH CAT (non-spin) — 1) *LoLo Too*, Hobie 16, Puerto Rico, 16 points; 2) *HF Mortgage*, Hobie 16, Puerto Rico, 16. (5 boats)

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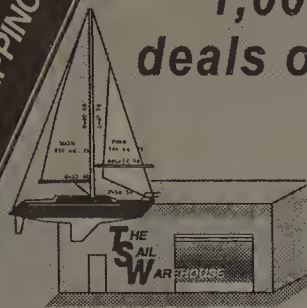
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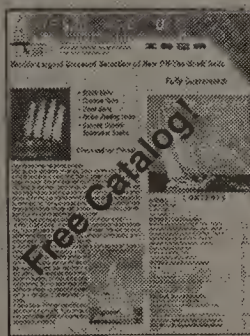


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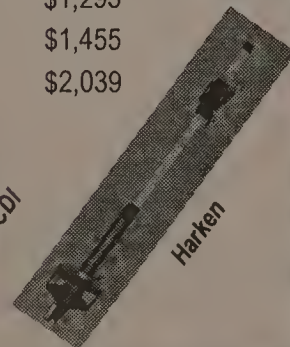
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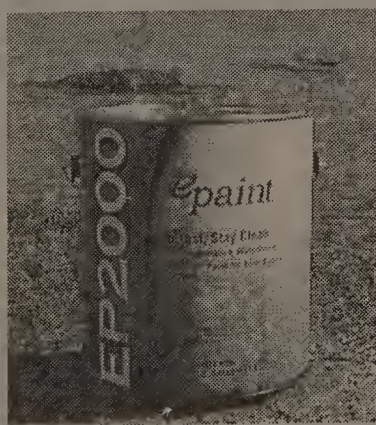
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THE RACING

With reports this month on the **Good Timin'** gang's successful road trip to the **Hospice Cup Championship**; Slingshot wins the second **Belvedere Cup**; the windy **Singlehanded Farallones Race**; the rainy **J/Fest Regatta**; a trio of **ocean races**; the **Camellia Cup** on Lake Folsom; an abbreviated **Resin Regatta**; Ken Read wins the **Congressional Cup**; the mellow **Rites of Spring Race**; seven Bay Area sailors make the **2003 US Sailing Team**; the **Big Dinghy Regatta**; and the usual pile of **Box Scores** and **Race Notes** at the end.

Good Timin' Wins

Hospice Cup Championship

Phil Perkins and his *Good Timin'* crew dominated the 2003 Hospice Cup Championship in Annapolis on April 12-13. Sailing with Seadon Wijsen (tactician), younger brother Jon Perkins (bow), boat partner Dave Wilson (pit) and Dennis George (trimmer), Perkins strung together a fine 1,1,2,1,5 outing against the 17-boat shoal-draft J/105 fleet. All entries in the regatta were overall winners of last year's regional Hospice Regattas (*Good Timin'* was actually second overall, but got the trip when Knarr sailor Terry Anderlini couldn't make it).

"We had a few advantages," explained Perkins, a 39-year-old Bank of America leasing executive. "Unlike most of the

105 sailor, Danny Shea, won the Hospice Cup Championship in Fort Lauderdale, also with Wijsen on board. Though the VNA Hospice organization no longer is the title sponsor of the upcoming Memorial Day Regatta, it is still affiliated with the event, which will continue to be a feeder to the national championship.

The *Good Timin'* gang is now gearing up for August's J/105 NAs on the Bay, a regatta which could see as many as 50 boats on the line. The Perkins/Wilson syndicate, winners of the last three local J/105 season championships, is so deep that while Phil was winning the Hospice Cup, the rest of their team (older brother Chris Perkins, John Collins and Darren Ward) sailed *Good Timin'* in the soggy J/Fest Regatta. Chris, who just returned from a year in New Zealand with the *BMW Oracle* team, obviously remembers how to sail on the Bay, posting a 1,1,34,3,3 record. Only a controversial OCS in the



LATITUDE ARCHIVES

Heroes of the month — Above, Dave Wilson (left) and Phil Perkins. Right, Chuck Parish with his trophy (a photo of him driving 'Slingshot').

teams, we qualified for the event in J/105s and know the boats really well. We also had an incredible crew, and were further helped by the fact that it was a moderately windy regatta — which we're used to from sailing on the Bay."

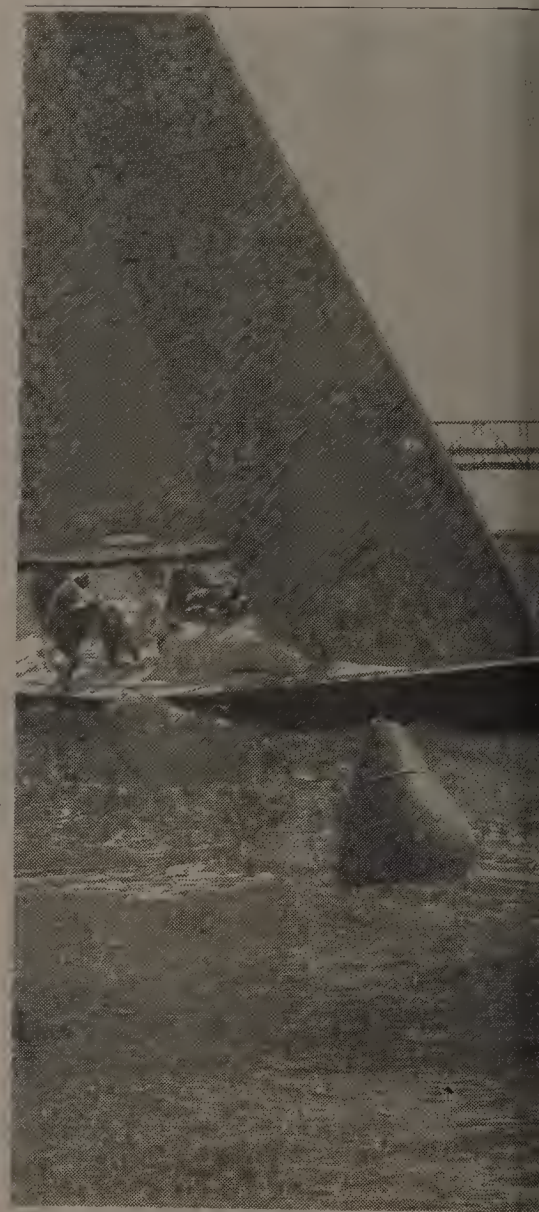
Two years ago, another Bay Area J/



COURTESY SFYC

third race kept the *Good Timin'* team from winning regattas on both coasts that weekend.

1) Phil Perkins, San Francisco, 10 points; 2) Kirk Reynolds, Oswego County, NY, 18; 3) Bob Johnstone, Southwest Harbor, ME, 22; 4) Keith

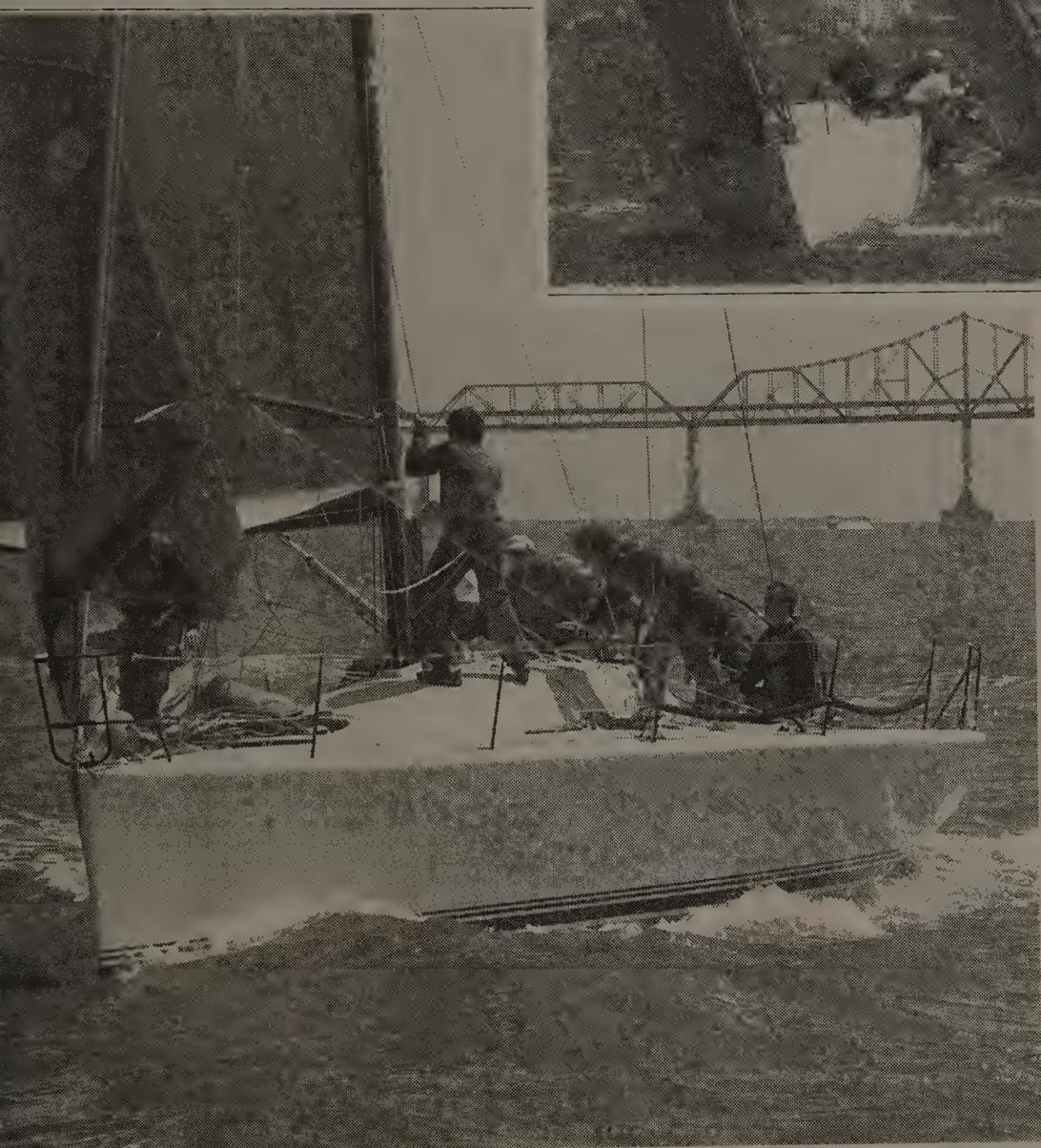


Burnhans, Rochester, NY, 29; 5) Joe Waters, Hartwell Lake, SC, 34; 6) Chris Kastan, Niagara County, NY, 36; 7) Fred Reynolds, Havre de Grace, MD, 37; 8) Valeri Safiullin, Ft. Lauderdale, FL, 43. (17 boats)

Belvedere Cup

Chuck Parish's relatively new Farr 40 *Slingshot* (ex-*Wahoo*) was the surprise winner of the second annual Belvedere Cup, hosted by San Francisco YC near the Berkeley Circle on April 5-6. The match racing series pitted six Farr 40s against each other in a double round-robin competition. *Slingshot* sailed a near-flawless regatta, losing only once — by about 18 inches to *Gone Too Farr* — in ten match-ups. Each race was a double windward-leeward, lasting about 30-40 minutes. . .

"I was pleasantly surprised," claimed Parish, who was sailing in his first match racing series. "Our victory is a tribute to a strong, experienced crew as well as our tactician, Jeff Madrigali. We won a lot of



1) **Slingshot**, Chuck Parish/Jeff Madrigali, 9 points; 2) **Shadow**, Peter Stoneberg/Ed Baird, 8; 3) **Gone Too Farr**, Dave Carrel/Jason Rhodes, 7; 4) **Mayhem**, Bob Wolfe & Michael Axford/Richard Clarke, 4; 5) **Non Sequitur**, Dick Watts & Tom Thayer/Will Paxton, 2; 6) **Astra**, Mary Coleman/Sylvain Barrielle, 0. (6 boats)

Slingshot — Chuck Parish, Jeff Madrigali, Joe McCoy, Jeff Price, Rick Mathews, Tom

Ducharme, Steve Baumhoff, John Bonds, Doug Holm.

Shadow — Peter Stoneberg, Ed Baird, Chris Hackett, Kyle Gunderson, Don Teakel, Scott Easom, Gary Sadamori, Carl Barkow, Steve Fentress.

GTF — Dave Carrel, Jason Rhodes, Chris Carroll, Nick Crabtree, Ian Budgen, Carlos Badell, Oliver Davis, David Webster, Matt McDonough.

Singlehanded Farallones

I spent Friday night, April 4, aboard my boat *Sail A Vie* at Golden Gate YC. I woke up Saturday morning at 8 a.m. with a small hangover. I rushed to use a bathroom ashore. Then I rushed to get the boat ready. I rushed to make coffee, but never got to drink any. I rushed out to the starting line and started right on time, 8:45 a.m. I was first over the line, and no one was even close. One minute after my start, a gun went off. Then the voice of the race committee (Shama) said "184 you're over early" — that's me. The starts were running exactly a minute late, or else I was a minute ahead. Oops! I managed to get back after a few minutes and restarted. It took at least an hour to get to the Golden Gate Bridge, but then the breeze finally filled in.

By the time our 58-boat fleet got out past Land's End, it was blowing in the 20s and gusting higher, with 10-foot seas at 10 second intervals. Racers started dropping out like flies. I made it around the back side of the islands by 3:30 p.m. Shortly after that I dashed below and grabbed half a leftover sandwich and a beer — my first food of the day. Nobody I saw flew a chute, except for inside the Gate to the finish. Coming in, my top speed was 14.6 knots, with lots of 12s. I may have gone faster, but I was busy watching the road instead of the speedo.

My favorite part of the race occurred between the east end of the shipping channel and Mile Rock. The sun had set and it was starting to get dark. This is also the time when I was going the fastest. There was one ship on the way out the Gate and three on the way in. I had to turn on my running lights or face disqualification. There was no hope of getting the autopilot to steer in those conditions, so I just left the wheel and dashed below, over

New player — Two views of 'Slingshot', Chuck Parish's Farr 40, leading 'Mayhem' during the second annual Belvedere Cup.

the starts, avoided penalties, and had the ability to claw back when behind and force our opponents to make mistakes. It was a really exciting weekend, and it whets my appetite to do more match racing!"

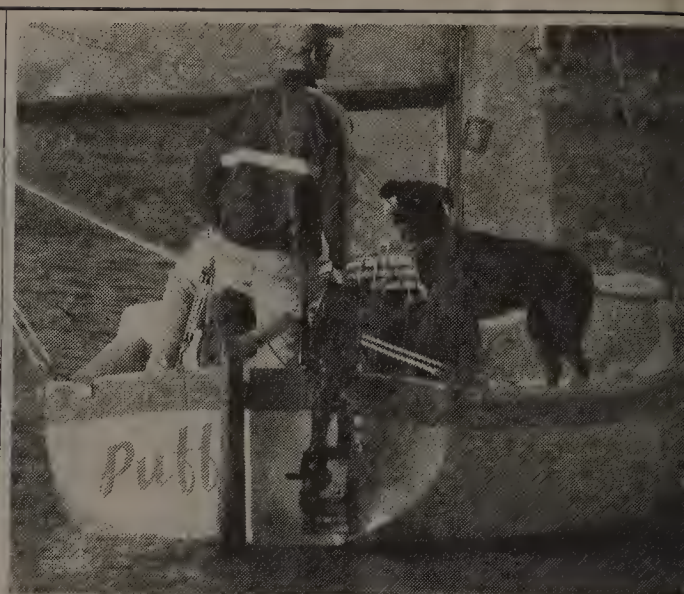
Parish grew up sailing in South Carolina, but then drifted away from the sport while starting a career and family. After hitting it big as a Silicon Valley software entrepreneur, he jumped back into sailing a few years ago in his first *Slingshot*, a Wally 67. That boat is now for sale, as Parish has decided to concentrate on Farr 40 racing. "I really like both boats, and just did the Doublehanded Farallones and crewed Lightship Race on the big boat," he explained. "But there's only so much time for sailing, and I find I'm really enjoying the intensity of one design racing."

Peter Stoneberg, who was instrumental in getting Parish into the Farr 40 fleet,

ended up second for the weekend with *Shadow*. Stoneberg and tactician Ed Baird went 8-2, losing twice to *Slingshot*. "Chuck and his team sailed a great regatta," said Stoneberg, who won the Belvedere Cup last year in its debut. "We made a few mistakes, and were on the wrong end of a controversial call, but that will happen sometimes in match racing!"

Most of the San Francisco Farr 40s will migrate south soon, as the West Coast Farr 40 championship season starts in San Diego on May 3-4 with the Yachting Cup. It's followed by three more regattas in SoCal (Cal Cup, Watts Cup, North Sails Race Week), and then four more regattas on the Bay (the Aldo, Summer Keel, NOOD, BBS). By winning the Belvedere Cup, the *Slingshot* crew earned the right to attend one more regatta — the Ficker Cup, a Catalina 37 match race series that acts as a feeder to the Congressional Cup, in Long Beach in late September.

LATITUDE/JR



the companionway boards, which were in place due to the large waves, and flipped on the running lights.

While I was doing this, *Sail A Vie* was rounding up at warp-speed, trying to shake those nasty sails off of her. I climbed back on deck and got things under control. For the last few miles Bruce Nesbit on *Razzberries*, an Olson 34, had been a few hundred yards off my starboard quarter. Just after I got *Sail A Vie* under con-

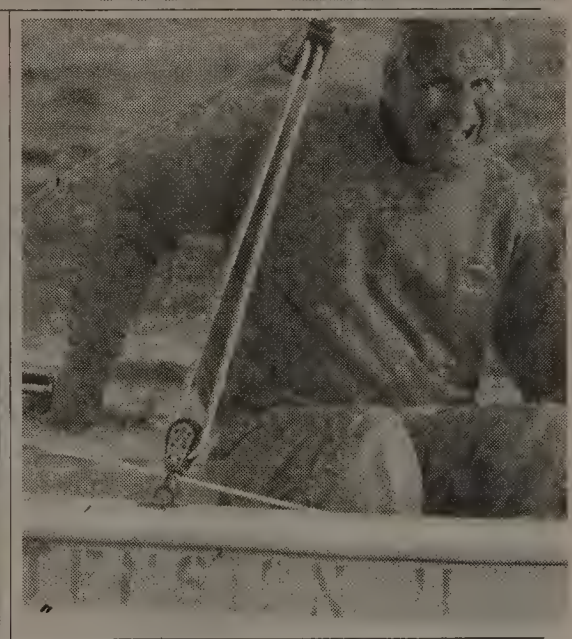
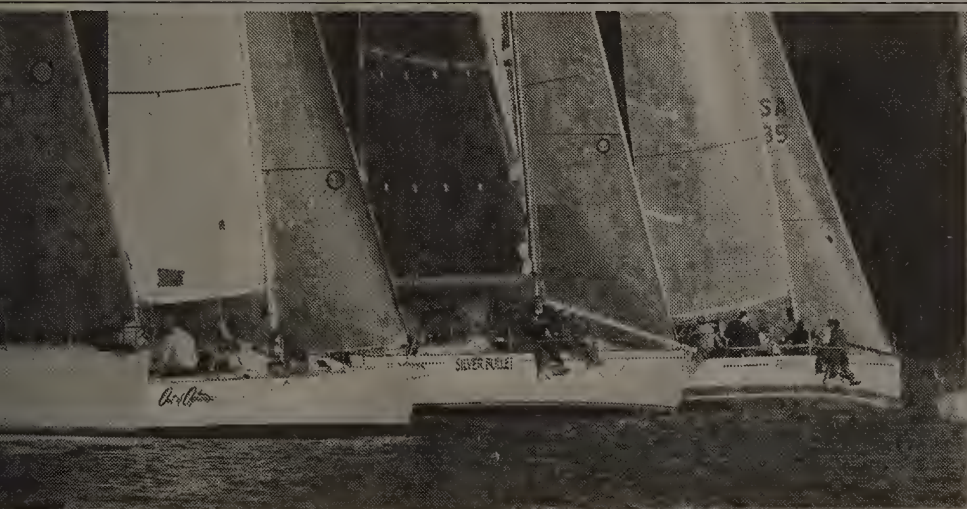
trol, I again heard the terrible sound of flogging sails. I looked over my shoulder just in time to see Bruce climbing down his companionway, the boat rounding up, and then his running lights went on and he climbed back up and grabbed the reins. It made me smile — that's single-handed sailing!

I just got the results off the web. I got second in my division missing first by 23 seconds. I hate it when that happens —

I'd rather lose by an hour. If I hadn't been over early, if I hadn't got that sandwich or second beer, if I had just pee'd a little quicker. . . . Oh well, there's always next year.

— phil macfarlane
sail a vie, ericson 35 mk. II

ULDB — 1) *Sleeping Dragon*, Hobie 33, Mark Halman; 2) *Fast Forward*, Aerodyne 38, Dan Benjamin; 3) *Alchera*, J/120, Mark Deppe; 4) *Mirage*,



Black Soo, Ben Mewes; 5) Joe, Hunter 54, Chuck Beazell; 6) Bravo Juliet, Hobie 33, Mark Peters; 7) Opus, Express 27, Huw Roberts; 8) Salty Hotel, Express 27, David Rassmussen. (17 boats)

MULTIHULL — 1) Gerri De's Flying Circus, F-27, David Martin. (2 boats)

DIV. I (under 129) — 1) Auspice, Schumacher 40, Jim Coggan; 2) Quicksilver, C&C 39, Carl Robinette; 3) Koinonia, J/35, James Graul; 4) Xpression, C&C 110, Dirk Husselman. (8 boats)

DIV. II (130-168) — 1) Silm, J/30, Loren Mollner; 2) Sall A Vle, Ericson 35 Mk. II, Phil MacFarlane; 3)

Scenes from the Corinthian YC Friday Night Race on April 11, the first major beer can race of the summer. All photos latitude/rob.

Constellation, Wylie 33, Tom Krase; 4) Sorcerer, C&C Half Ton, Greg Cody; 5) Ergo, Ericson 35 Mk. II, William Merrick. (10 boats)

DIV. III (169-up) — 1) Tchoupitoulas, Santana 22, Stephen Buckingham; 2) Emerald, Yankee 30, Peter Jones; 3) Wuvulu, IB-30, John New; 4) Pannonica, Contest 27, John Lymberg. (9 boats)

NON-SPINNAKER — 1) Sea Witch, Yankee 30,

Robert Boynton; 2) Krissy, Ericson 35 Mk. III, Allen Cooper; 3) Ayu, Hallberg-Rassy 46, Michael Moore; 4) Selket, Columbia 9.6, Steve Cameron. (10 boats)

CAT-RIGGED MONOHULLS — 1) Uno, WylieCat 30, Steve Wonner. (2 boats)

OVERALL — 1) Uno; 2) Sleeping Dragon; 3) Auspice; 4) Fast Forward; 5) Tchoupitoulas. (58 boats)

Full results — www.sfbaysss.org.

April Showers at J/Fest

It rained cats, dogs and elephants on

THE RACING

the 24th annual J/Fest Regatta, co-hosted by Sail California and Encinal YC on April 12-13. Despite the lousy weather, 60 boats braved the elements for the five-race, no throwout series. The bigger boats sailed on the Treasure Island course, with the last race on Saturday ending in front of the EYC clubhouse. The three smaller classes sailed in the confines of the Estuary all weekend. Saturday's three races were held in torrential downpours and wind gusting up to 35 knots, while Sunday's racing featured intermittent showers and nice winds in the 20-25 knot range.

There isn't an overall trophy for best performance at J/Fest, but if there was such an honor it surely would have gone to Peter Wagner and his *Nantucket Sleighride* crew, who topped the tough 27-foot J/105 fleet with an enviable 7,2,1,1,1 record. Wagner, a 37-year-old venture capitalist from Atherton, sailed with tactician John Pernick, wife Amy Wagner, Dave Lyons, Chris Ackerman and Petra Schumann.

"The key was solid crew work, on-target strategy and, of course, a healthy dose of good fortune," claimed Wagner, who grew up sailing in Northport, NY (Long Island Sound). "John kept us going the right way in the shifts and squalls, and the crew stepped up with great boathandling."

The hard luck story of the weekend was John Wimer's new J/120 *Desdemona* (ex-*Galapagos*). Wimer, a former J/35 champ, was sailing in his second J/120 regatta and things went splendidly in the first four races (1,1,2,3). Things went south in the finale, however, as the jib jammed in the feeder going into the leeward mark. Then the kite wouldn't come down, and the flogging eventually shook the sheet off, and — well, you get the picture. *Desdemona* ended up last in that race, falling to third overall and handing the class win to Mr. Magoo. "Aside from the last race, we really enjoyed the regatta," said Wimer, who plans to take his boat to the Seattle and San Diego J/Fests later in the year.

There are now four other J/Fests around the country, all spawned in the image of the original San Francisco format — Seattle (June), Annapolis (Sept.), San Diego (Oct.), and New Orleans (Nov.). J/Vineyards and Wine, SunSail, North Sails, and B&G have signed on as sponsors for the national circuit (see www.jfest.org). Not only is the sailing and camaraderie great at these events, but the price is right, too — the subsidized \$60 entry fee at the San Francisco J/Fest covered a tasty barbeque dinner for the whole crew (350 dinners were served), profes-



sional race management (Matt Jones and Jeff Zarwell), nice trophies, lots of raffle items (West Marine and Doyle Sails were the major donors, live music (courtesy of Marina Village), free wine from J/Vineyards and Winery, and more.

J/120 — 1) **Mr. Magoo**, Steve Madeira, 11 points; 2) **Chance**, Barry Lewis, 13; 3) **Desdemona**, John Wimer, 15; 4) **Jolly Mon**, Mark Bowman, 22. (8 boats)
J/35 — 1) **Jarlen**, Bob Bloom, 8 points; 2) **Sky High**, John West, 8; 3) **Kolnonia**, Jim Graul, 16. (5 boats)

J/105 — 1) **Nantucket Sleighride**, Peter Wagner, 12 points; 2) **Wind Dance**, Jeff Littfin, 21; 3) **Zuni Bear**, Bergmann/Bennett, 28; 4) **Tiburón**, Steve Stroub, 33; 5) **Natural Blonde**, Cooper/Deisinger, 34; 6) **Arbitrage**, Bruce Stone, 40; 7) **Good Timin'**, Chris Perkins, 42; 8) **Orion**, Gary Kneeland, 46; 9) **Wallopings Swede**, Lane/Kassberg, 53; 10) **Streaker**, Ron Anderson, 53; 11) **Aquavit**, Steiner/Russell, 56; 12) **Whisper**, Eden Kim, 57. (27 boats)

J/29 — 1) **Bay Loon**, Joe Ferrie, 5 points. (3 boats)

J/80 — 1) **J/World #1**, unknown, 8 points; 2) **J/World #2**, unknown, 10. (4 boats)

J/24 — 1) **Downtown Uproar**, Wayne Clough, 11 points; 2) **Snowjob**, Brian Goeprich, 15; 3) **Phantom**, Angelo/Whitfield, 19; 4) **Casual Contact**, Ned Walker, 21; 5) **Blue J**, Brian Mullen, 27; 6) **Small Flying Patlo Furniture**, Steve Hartman, 35. (13 boats)

PHRF — 1) **Allizé**, J/33, Mark Leonard. (1 boat)

Three Ocean Races

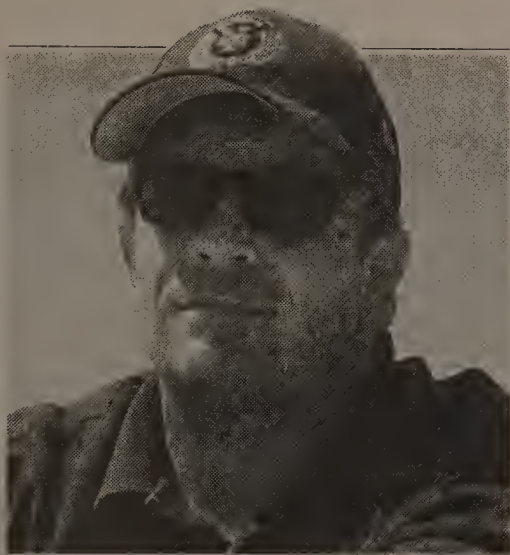
The first two OYRA races are history,

Soggy Saturday at the 24th annual J/Fest Regatta. Inset, MVP Peter Wagner, skipper of the J/105 'Nantucket Sleighride'.

and the contests couldn't have been more different. The season opener, the Alameda YC-hosted Lightship Race on March 29, was a sunny, light-air race. Winds were 3-5 knots from north, barely enough to keep moving — and ultimately, 53 of the 166 entrants DNFed rather than bob around in the ocean all day.

For reasons that escape us, the J/105s held a private Lightship Race on the same day. They started an hour later from down by Treasure Island, with St. Francis YC firing the guns. Their slightly-longer excursion to the Lightship was a race against the clock the whole way, as the 6-hour time limit began looming when the wind quit around the Golden Gate and the fleet twirled slowly out to sea on the ebb. Eventually, only one boat — Rob Cooper's *Natural Blonde* — out of 28 starters finished within the time limit, coming in with just five minutes to spare. A half dozen other J/105s finished just after the time limit and weren't scored, while the majority of the fleet did the math and quit early.

Mother Nature returned to more normal spring form for San Rafael YC's Duxship Race on April 12. By all accounts, the 32-mile lap around Duxbury



**LIGHTSHIP (AYC:
March 29: 25.2 miles):**

PHRO I — 1) **Summer Moon**, Syn-ergy 1000, Mike Devries/Tony Pohl; 2) **Emotional Rescue**, Melges 32, Greg Dorland; 3) **Fast Forward**, Aerodyne 38, Dan Benjamin; 4) **Non Sequitur**, Farr 40, Tom Thayer/Dick Watts; 5) **City Lights**, SC 52, Tom Sanborn; 6) **Friday Har-**

bor, J/35, Ryle Radke; 7) **Two Scoops**, Express 34, Chris Longaker/Tom Goodwin; 8) **Equity Kicker**, SC 52, Karsten Mau; 9) **Morgana**, SC 52, Rob Magoon. (30 boats)

PHRO II — 1) **Remedy**, Beneteau 42s7, Ken Pimentel; 2) **Setanta**, Baltic 42, Gerard Sheridan. (12 boats; all others DNF)

MORA I (light) — 1) **El Raton**, Express 27, Ray Lotto; 2) **Wile E. Coyote**, Express 27, Dan Pruzan; 3) **Mirador**, Antrim 27, Jody Harris/Annie Simpson. (10 boats)

MORA II (heavy) — 1) **Slim**, J/29, Loren & Erika Mollner; 2) **Pizote**, Santana 30/30, Matt & Mark Neumann. (6 boats)

SHS — 1) **Cookie Jar**, Moore 24, George McKay; 2) **Nighthawk**, Cal 30-3, Keith Claxton; 3) **S'Moore**, Moore 24, Wayne Crutcher. (8 boats)

MULTIHULL — 1) **Buster**, F-25C, Ernie Schimpf; 2) **Blade Runner**, Aegean Catri 27, Michael Domnich; 3) **Sea Bird**, F-27, Rich Holden. (12 boats; all others DNF)

J/120 — 1) **Jolly Mon**, Mark Bowman; 2) **Mr. Magoo**, Steve Madeira; 3) **Dayenu**, Dennis Jermaine/Don Payan. (8 boats)

ANTRIM 27 — 1) **Max**, Bryan Wade; 2) **Kind of Blue**, Steve Saperstein. (6 boats)

J/35 — 1) **Friday Harbor**, Ryle Radke; 2) **Jarlen**, Bob Bloom. (5 boats)

OLSON 25 — 1) **Synchronicity**, Stephen Smith; 2) **Blazing Saddles**, Derik & Dawn Anderson. (6 boats)

HDA G — 1) **Mojo Rising**, Beneteau 40.7, Clayton Craigie/Ben Oldham; 2) **Shaddy Daddy**, Beneteau 40.7, Joel Davis. (6 boats)

HDA J — 1) **Cowabunga**, Schock 34-PC, Pat Brown. (1 boat)

HDA K — 1) **Eclipse**, Hawkfarm, Fred Hoffman; 2) **Popcorn**, Nonsuch 33, Neil Davidson. (4 boats)

HDA M — No finishers. (2 boats)

SF 30-FOOTERS — No finishers. (2 boats)

DUXSHIP (SRYC: April 12: 31.8 miles):

PHRO-I — 1) **Cipango**, Andrews 56, Bob & Rob Barton; 2) **City Lights**, SC 52, Tom Sanborn; 3) **Kookaburra**, J/105, Craig Mudge; 4) **Auspice**, Schumacher 40, Jim Coggan; 5) **Kokopelli**, SC 40, Kevin Rooney. (11 boats)

PHRO-II — 1) **Illusion**, Cal 40, Stan & Sally Honey; 2) **Setanta**, Baltic 42-DP, Gerard Sheridan. (4 boats)

MORA-I — No finishers. (4 boats)

MORA-II — No starters.

SHS — No finishers. (4 boats)

EXPRESS 37 — 1) **Eclipse**, Mark Dowdy; 2) **Golden Moon**, Kame Richards. (5 boats)

Camellia Cup

Santana 20s stole the show at this year's 37th Camellia Cup, hosted by Folsom Lake YC on the sunny, light-air weekend of April 5-6. Oddly enough, there were two winners in the 18-boat class — **20/20** and **Sea Bear**, both local boats.

Topping the Tuna 20s — and winning the coveted Camellia Cup overall — was **20/20**, sailed by Charles Witcher (helm), his wife Sherron Hart (trimmer/sailmaker), and Charlie Hess (bow/boat partner). They posted a 1,2,1,3 record in the five race, one-throwout series. Meanwhile, Lance Purdy's **Sea Bear** won the NorCal District Championship, based on the same five races without a throwout.

This was the sixth time the Witcher/Hart/Hess trio has copped the Cup, with previous wins occurring in *Magic Jammies* (Wavelength 24), *Hot Rod Lincoln* (Moore 24), and *Blue Meanie* (an earlier Santana 20). Both **20/20** and **Sea Bear** clobbered the likes of Charles Winnard, Bruce Golison and Willem Van Waay in the Camellia Cup this year, indicating perhaps that local knowledge may have been a factor.



Stranglehold — Charlie Hess (left), Sherron Hart and Charles Witcher won FLYC's Camellia Cup for an unprecedented sixth time.

"Not really," claimed Hart. "We were on a different part of the lake than where we normally sail. It was quite puffy and shifty, and I think we just did a better job of staying focused and keeping our heads

Reef buoy and the Lightship was one of the nastiest ocean races in recent history. Big seas, 20-30 knot winds with gusts to the high 40s, and buckets of rain combined to make the race a wet and gear-busting experience for all. Over half the 29-boat fleet retired, many with ripped sails.

The most memorable moment of the day came as the fleet was nearing Duxbury Reef, a downwind mark given the southerly breeze. A white-out squall rolled through — registering 48 knots on **Golden Moon**, 43 on **Cipango**, and 52 on **Morgana** — flattening the fleet. **Morgana** blew out both sails, **Blue Chip** lost its main, and no doubt other boats suffered. Even the overall winner, Rob and Bob Barton's Andrews 56 **Cipango**, didn't escape unscathed.

"It was a wild and expensive day out there," claimed **Cipango** crew Scott Eason. "We broke our carbon fiber pole and a checkstay, blew up an asymmetrical kite, and damaged our forward bulkheads pounding from Duxbury up to the Lightship. It was cold and miserable, and lots of our crew barfed — but we sure went fast! At one point, coming in near the Potato Patch — which was the biggest I've ever seen it — we pegged the speedo at 25 knots!"

LATITUDE/ANDY; INSET, AMY WAGNER

COURTESY FLYC

THE RACING

outside the boat."

Though the number of boats in the Camellia Cup was up to 81 (from 70 last year), many of the boats were smaller one designs — so the number of sailors was actually off a little. However, the regatta easily remains Sacramento's biggest annual sailing event.

Other notable winners included former sailmaker Tim Parsons, who dethroned Kit Wiegman after his eight-year reign as the regatta's top multihull sailor, and Ron Smith, who won the Thistle District Championship. See www.flyc.org for complete results.

BANSHEE — 1) Yahoo, Bob Backer; 2) Golden Oldie, George Koch; 3) H₂O Rodeo, Phil Hodgson. (9 boats)

CRUISER — 1) Late Start, Catalina 22, Tom Page; 2) No Cat Hare, Catalina 22, Dan Hare; 3) Migration, Catalina 25, Chuck Herman; 4) Green Flash, Catalina 22, Wendy Nunes. (10 boats)

DAY SAILER — 1) Blue Bayou, Chuck Wilson; 2) Calculated Risk, Steve Lowry; 3) Leiber Straum, Peter Rothenbuecher. (7 boats)

OPEN MULTIHULL — 1) Tim Parsons, Hobie 18; 2) Tim Lewis, Hobie 18; 3) Jacob Sailer, Hobie 16; 4) Kit Wiegman, Hobie 20. (11 boats)

OPEN CENTERBOARD — 1) David Rumbaugh, Coronado 15; 2) Dave Neilsen, Windmill; 3) Steve Fishman, Coronado 15. (8 boats)

OPEN KEEL — 1) No Name, Moore 24, Mr. Owens; 2) Avanti, Olson 25, David Smith. (3 boats)

SANTANA 20 (Regionals) — 1) 20/20, Charles Witcher; 2) Sea Bear, Lance Purdy; 3) Head First,

Resin Regatta

San Francisco YC's annual Resin Regatta, held on the blustery weekend of April 12-13, attracted 85 boats (out of 101 entries) in 10 classes. Unfortunately, the weather on Saturday was so bad — torrential rain, 25 knots of breeze and higher gusts — that the race committee called off racing that day. Fortunately, the next day was perfect in comparison, with winds of about 20 knots and just intermittent showers.

Two windward-leeward races were held concurrently on two different venues near the Berkeley Circle. Our vote for Best Performance of the Weekend goes to 13-year-old Sam 'Shark' Kahn, who topped the largest and arguably most competitive class, the 17-boat Melges 24. Shark, who sailed with his cousin Brian Lee, Richard Clarke, Brian Hutchinson, and Mark Christensen, dominated the fleet with two bullets. Among the victims of this latest Shark attack was his father Philippe, who finished second in class with a 2.5 record.

"Shark's awesome! He works hard at sailing Melges and 29ers, and he's about to do his third TransPac crossing. I am very, very proud of him," said Philippe. "We usually give him better competition, but we were late for the start of the second race. . . It's fantastic that the Melges Worlds will be here in October, and the Nationals are in Santa Cruz next year. It's just great for the fleet! Our hope is that there are more than 50 Melges in Northern California when all is said and done."

SOUTHAMPTON COURSE (2 races):

IOD — 1) La Paloma, Jim Hennefer, 2 points; 2) Quickstep II, Richard Pearce, 5. (4 boats)

KNARR — 1) Lykken, Sham Sinai, 4 points; 2) Svenkist, Sean Svendsen, 5; 3) Snaps III, Knud Wibroe, 7; 4) Benlno, Terry Anderlini, 8; 5) 4itude, Sever Wegner, 11. (12 boats)

CAL 29 — 1) Bluejacket, Bill O'Conner, 2 points; 2) Whirled Peas, Philip Hyndman, 8. (4 boats)

FOLKBOAT — 1) Frihed, Bill Madison, 2 points; 2) Windansea, Don Wilson, 5; 3) Polperro, Peter Jeal, 5. (8 boats)

SANTANA 22 — 1) Carlos, Jan Gryier, 3 points; 2) Tackful, Frank Lawler, 3. (6 boats)

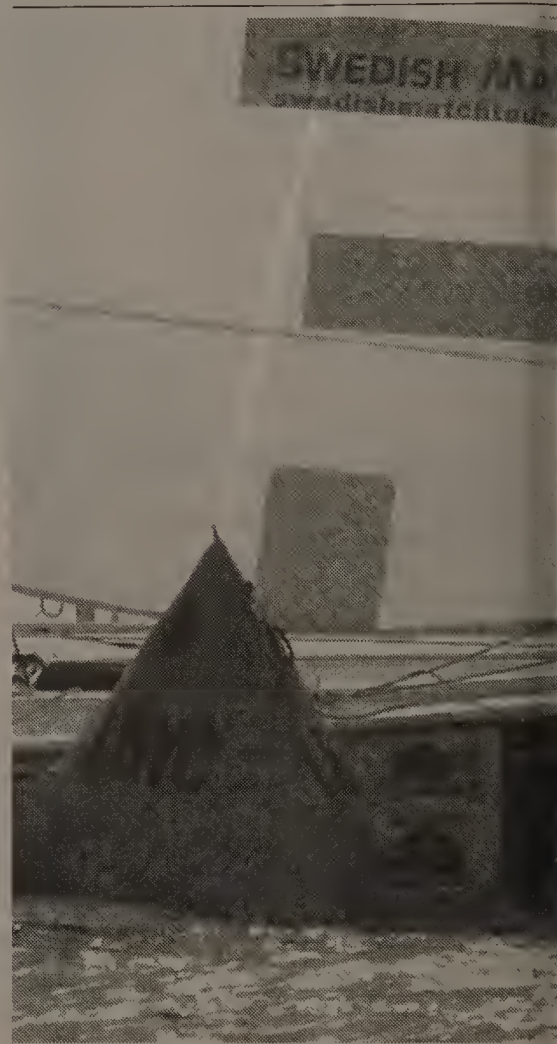
OLYMPIC CIRCLE COURSE (2 races):

ETCHELLS — 1) Mr. Natural, Bill Barton, 3 points; 2) Dinner Roll, Jeff Moseley, 4; 3) #667, Erickson/Neff, 8; 4) Glnna Fe, Michael Laport, 9. (9 boats)

ANTRIM 27 — No starters.

EXPRESS 27 — 1) Swamp Donkey, Scott Sellers, 4 points; 2) El Raton, Ray Lotto, 6; 3) Exocet, Jason Crowson, 7; 4) Baffett, Baffico/Baskett, 7; 5) Magic Bus, Eric Deeds, 8; 6) Maxlmus, Josh Grass, 12; 7) Mirage, Terry Cobb, 14. (15 boats)

MELGES 24 — 1) Pegasus 24-1, Shark Kahn, 2



points; 2) Pegasus 24-3, Philippe Kahn, 7; 3) Ego, Don Jesberg, 7; 4) Cavallino, Zarko Draganic, 8; 5) Sabotage, Jeff Thorpe, 10; 6) #445, The Unknown Sailor, 11; 7) Team Moseley, Rick Moseley, 12. (17 boats)

MOORE 24 — 1) Eclipse, Brad Butler, 2 points; 2) Wet Spot, Mike O'Callaghan, 5; 3) Gorgeous, Mark Breen, 5; 4) Sparrowhawk, Vaughn Seifers, 8. (10 boats)

Full results — www.sflyc.org.

Congressional Cup

It wasn't pretty, but Ken Read — a 41-year-old Newport, RI-based North Sails vice president and recent *Stars & Stripes* helmsman in the Louis Vuitton Cup — got the job done at Long Beach YC's 39th Congressional Cup on April 8-12. Read and his *Team Saucony* crew — fellow S&S vets Terry Hutchinson (tactician), Moose McClintock (main), Morgan Trubovich (trimmer), Andrew Scott (pit) and Jerry Kirby (bow) — got off to a slow start in the Catalina 37 match racing, losing four out of five matches on the first day.

But they picked up steam as the regatta progressed, ultimately knocking off early leader Gavin Brady and his *Beau Geste* squad (tactician Chris Larson, John Gunderson, James Baxter, Sean Clarkson, Brad Webb, and Theresa DiRocco) 2-1 in the finals to claim the coveted, but basically unwearable, Crimson Jacket.



LATITUDE ARCHIVES

Family values — Shark (left) and Philippe Kahn have been sailing Melges against each other lately — and Shark has been winning!

Travis Wilson; 4) Moon, Ken Cardwell; 5) Atomic Punk, Jim Coyne. (18 boats)

SPORTBOAT — 1) Lady In Red, Ultimate 20, Stu Wakefield. (2 boats)

THISTLE (Districts) — 1) Nettle, Ron Smith; 2) Magic, Dave Keran; 3) Fogbank, Mike Gillum. (9 boats)



Read (#7) fouls Brady in race two of the finals as bowman Jerry Kirby looks on. Inset, Terry Hutchinson, the '92 Congo Cup winner, places the traditional crimson blazer on Ken Read.

and \$6,000 of the \$25,000 purse.

After winning the first race of the finals by a whopping 50 seconds, Read lost the second race on a rare black flag call for fouling Brady three times during a leeward mark rounding. With the score 1-1 in the third, winner-take-all match, Read led Brady around the course, eventually drawing a foul against him at the leeward mark which essentially ended the series.

It was Read's first victory in an ISAF Grade 1 event, and his first on the Swedish Match Tour. It was also probably of some solace to Read, as well as Dennis Conner fans, after *Stars & Stripes* came up rather short in the America's Cup trials. "We actually do know how to sail!" laughed Read as he dried off after the traditional post-race dunking.

ROUND ROBIN (18 flights) — 1) Gavin Brady, NZL/Team Beau Geste, 16-2; 2) James Spithill, AUS, OneWorld Challenge, 13-5; 3) (tie) Ken Read, USA/Saucony Racing, and Paolo Cian, ITA, 10-8; 5) Magnus Holmberg, SWE, 8-10; 6) Jens Gram-Hansen, DEN, 8-10 (\$1,800); 7) Chris Law, GBR, 7-11 (\$1,600); 8) Chris Dickson, USA, 7-11 (\$1,400); 9) Jesper Radich, DEN, 6-12 (\$1,200); 10) Luc Pillot, FRA, 5-13 (\$1,000).

SEMI-FINALS — Read d. Spithill, 2-0; Brady d.

Cian, 2-0.

PETIT-FINALS — Spithill (\$3,000) d. Cian (\$2,500), 2-0.

FINAL — Read (\$6,000) d. Brady (\$4,500), 2-1. (Full results — www.lbyc.org.)

Rites of Spring Race

A total of 37 boats showed up at YRA #9 (just south of the Berkeley Pier) for the start of Oakland YC's 15th annual shorthanded Rites of Spring Race on Saturday, March 29. The weather, according to OYC race chairman George Gurrola, was "One of those, 'Just think, there are four billion poor bastards who don't get to live here' kind of days. A light and warm WNW wind was blowing, the San Francisco skyline was shining, and visibility was limited only by the earth's shape."

The 9.8-mile triangular course (11.7 for Fleet I) took the fleet up to Little Harding, where they parked, and then to #24 leaving Angel Island to either side. By the last leg, the wind finally piped up to a welcome 15 knots, allowing a fast reach to the finish. Given the fluky conditions

early in the race, most of the classes were fairly spread out by the end of the day. Retired high school teacher Dick Horn and crew Bill Pritchard, sailing Horn's custom Schumacher 28 *After Math* in one of its first races, scored the biggest margin of victory, topping the runner-up in the non-spinny fleet by 22 minutes.

FLEET I (<155) — 1) *Polar Bear*, Antrim 27, Richard Ray; 2) *Harp*, Catalina 38, Mike Mannix. (6 boats)

FLEET II (>156) — 1) *Valkyrie*, Peterson Quarter Ton, Michael Tosse; 2) *Noble Lady*, Benteau 305, Gary Massari; 3) *YachyDa*, Newport 30-2, Jack Gill. (9 boats)

30-FT RACER/CRUISER — 1) *Current Asset*, Islander 30 Mk. II, John Bowen; 2) *Spindlrflter*, Tartan 30, Paul Skabo. (5 boats)

NON-SPINNAKER — 1) *After Math*, Schumacher 28, Dick Horn; 2) *Three Quarter*, Catalina 380, Charles Pfaff; 3) *Jaws*, 11:Metre, Stan Hales. (7 boats)

SANTANA 22 — 1) *Dominatrix*, Heidi Schmidt. (3 boats)

SINGLEHANDED (spinnaker) — 1) *Mirage*, Black Soo, Ben Mewes. (1 boat)

SINGLEHANDED (non-spinnaker) — 1)

Interabang, 'Benteau', Derrick Weeks. (3 boats)

MULTIHULL — 1)

Escape, F-27, Steve Jacoby. (3 boats)

Full Results — www.oaklandyacht-club.com.

2003 US Sailing Team

The Olympic Sailing Committee (OSC) of US Sailing recently announced the members of the 2003 US Sailing Team, an annual ritual which identifies the top

five contenders in the 11 Olympic classes. Seven Bay Area sailors made the cut — Krysia Pohl (Europe), Mo Hart (Finn), Annelise Moore (470 crew), Steve Bodner (Mistral), Paul Cayard (Star), Howie Schiebler (Star), and Melissa Purdy (Yngling crew). Hart and Cayard are also both currently the number-one ranked sailors in their classes, which bodes well for their Olympic chances.

Membership on the prestigious team not only identifies sailors as strong candidates for a berth in the Athens 2004 Olympics, but provides them with coaching, training opportunities, some financial assistance and, of course, lots of cool US Sailing Team clothes and other swag.



RICH ROBERTS

THE RACING

The team is sponsored by Land's End, Rolex Watch USA, Vanguard Sailboats, Extrasport, Gill North America, Nikon, Sperry Top-Sider, Team McLube and Yale Cordage.

Following are the members of the 2003 US Sailing Team, listed in ranking order one through five (based on attendance and performance at various qualifying regattas):

EUROPE — Meg Gaillard (Pelham, NY/Jamestown, RI); **Krysia Pohl** (Alameda, CA); Christin Feldman (Grosse Pointe, MI); Lauren Maxam (Coronado, CA); Tanya Haddad (Portland, OR).

FINN — **Mo Hart** (Santa Cruz, CA); Geoff Ewenson (Annapolis, MD); Darrell Peck (Gresham, OR); Greg Skidmore (Riverside, CT); Bryan Boyd (Edgewater, MD).

470 MEN — Steven Hunt (Poquoson, VA)/Michael Miller (Fairport, NY); Paul Foerster (Rockwall, TX)/Kevin Burnham (Miami, FL); Mark Ivey (Huntington Beach, CA)/Howard Cromwell (New Orleans, LA); Thomas Hall (Scarborough, ME)/Dave Hughes (S. Portland, ME); David Dabney/Brock Schmidt (both Mount Pleasant, SC).

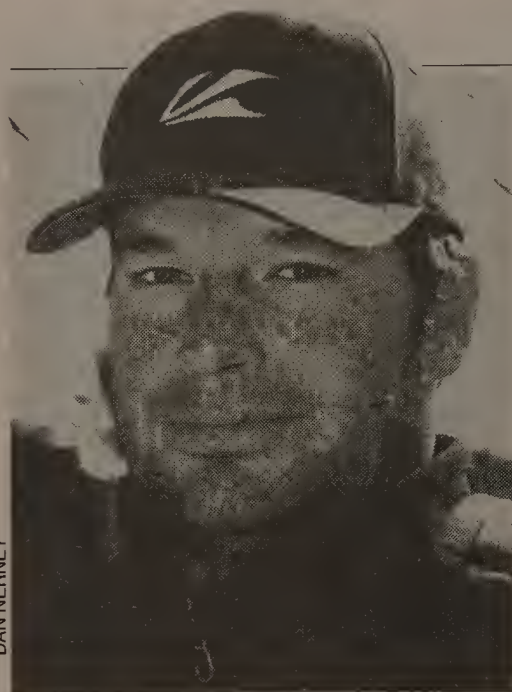
470 WOMEN — Katie McDowell (Barrington, RI)/Isabelle Kinsolving (New York, NY); Erin Maxwell (Stonington, CT)/Jen Morgan (Shoreline, WA); Amanda Clark (Shelter Island, NY)/Sarah Mergenthaler (Colt's Neck, NJ); Allison Jolly (St. Petersburg, FL)/Lynne Shore (Newport, RI); Molly O'Bryan (San Diego, CA)/Kaneohe, HA)/**Annelise Moore** (Monterey, CA/Kaneohe, HA).

49er — Tim Wadlow (San Diego, CA)/Pete Spaulding (Coral Gables, FL); Andy Mack (Seattle, WA)/Adam Lowry (San Francisco, CA); Dalton Bergan (Seattle, WA)/Zach Maxam (Coronado, CA); David Fagen (St. Petersburg, FL)/Bora Gulari (Detroit, MI); Mike Karas (Kirkland, WA)/Anthony Boscolo (Seattle, WA).

LASER — Andrew Campbell (San Diego, CA); Andrew Lewis (Honolulu, HA); Zach Railey (Clearwater, FL); Brad Funk (Largo, FL); Brett Davis (Largo, FL).

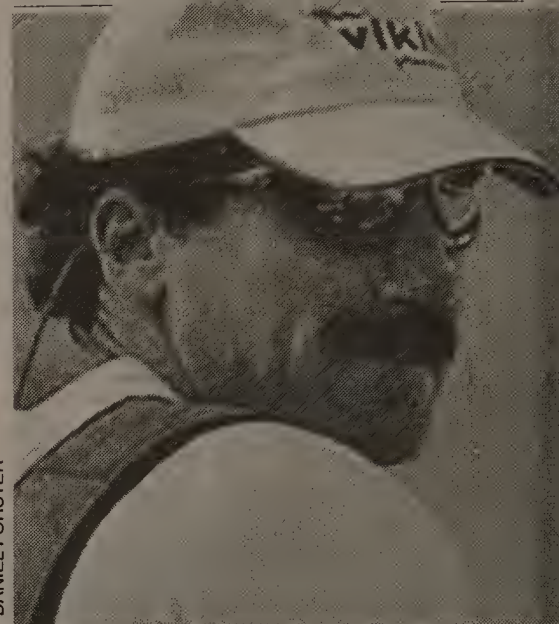
MISTRAL MEN — Peter Wells (La Canada, CA); Ben Barger (St. Petersburg, FL); Kevin Jewett (Deephaven, MN); Phillip Muller (Ft. Pierce, FL); **Steve Bodner** (San Francisco, CA).

MISTRAL WOMEN — Lanea Butler (Aliso Viejo,



DAN NERNEY

Best in the country — Finnatic Mo Hart (above) and veteran Star sailor Paul Cayard (right) are each currently ranked #1 in their class.



DANIEL FORSTER

CA); Beth Winkler (Cocoa Beach, FL); Taylor Duch (Savannah, GA); Laura Chambers Lewandowski (Indianapolis, FL); Farrah Hall (Annapolis, MD).

STAR — **Paul Cayard** (Kentfield, CA)/Phil Trinter (Lorain, OH); Terry Hutchinson/Andrew Scott (both Annapolis, MD); Andy Lovell (New Orleans, LA)/Eric Oetgen (Savannah, GA); **Howie Shiebler** (San Francisco, CA)/Rick Peters (Venice Beach, CA); Bill Hardesty (San Diego, CA)/Will Stout (Houston, Texas).

TORONADO — Robbie Daniel (Clearwater, FL)/Eric Jacobsen (Annapolis, MD); John Lovell (New Orleans, LA)/Charlie Ogletree (Houston, TX); Lars Guck (Bristol, RI)/Jonathan Farrar (Miami, FL); Stan Schreyer (Newport, RI)/Forbes Durdin (Houston, TX); Doug Camp (Boerne, TX)/Kenny Pierce (Miami, FL).

YNGLING — Betsy Alison (Newport, RI)/Suzy Leech (Avon, CT)/Annapolis, MD)/Lee Icyda (Stuart, FL); Sally Barkow (Nashotah, WI)/Carrie Howe (Grosse Pointe, MI)/Debbie Capozzi (Bayport, NY);

Spring Dinghy action — International 14s, 29ers, Wylie Wabbits and International Canoes were just some of the classes racing.

Carol Cronin (Jamestown, RI)/Liz Filter (Stevensville, MD)/Bridget Hallawell (Coronado, CA); Hannah Swett (Jamestown, RI)/Joan Touchette (Newport, RI)/**Melissa Purdy** (Tiburon, CA); Jody Swanson (Buffalo, NY)/Cory Sertl (Rochester, NY)/Elizabeth Kratzig (Corpus Christi, TX).

Big Dinghy Regatta

About 70 boats sailed in Richmond YC's third annual Big Dinghy Regatta on April 5-6. The event, loosely patterned after the popular Big Daddy Regatta for 'lead mines', involved buoy racing on Saturday, a dinner and raffle Saturday night, and pursuit racing (using a secret rating system known only to the race committee) on Sunday.

Saturday's racing occurred in Keller Cove (smaller boats) and near Southampton Shoals (bigger boats), with Bruce Bradfute and Nick Barnhill acting as respective PROs. The day started out light



and shifty, but ultimately the wind filled in and some good racing ensued. Four races were held in Keller Cove, and three at Southampton. Perfect scores — i.e., three bullets — were recorded by Zach Berkowitz (I-14), Mallory McCollum (29er), Colin Moore (Wabbit) and Anders Petersson (International Canoe sailing in the Open Division).

Two reverse-handicap pursuit races followed on Sunday, both starting off the RYC race platform. The smaller boats did a lap around Brooks Island, with Laser sailor Tom Burden nipping a pair of Sunfish near the finish. The larger boats trekked up to Red Rock, Southampton, a mark near Brooks Island, and then to the finish. A pair of 29ers won, with Johnny Heineken first and Brooks Reed second. Nigel Oswald sailed a Moth, an English dinghy that looks like a small International Canoe, to third. The wind direction didn't allow much kite time, relegating I-14s (which won the previous two pursuits) and Wabbits to the cheap seats.

SNIPE — 1) David Odell, 8 points; 2) Packy Davis, 9; 3) Wesley Hrubes, 17. (8 boats)

BYTE — 1) Trish Moratorio, 5 points; 2) Tony Castruccio, 12; 3) Gaylin Yee, 13. (6 boats)

SUNFISH — 1) Bob Cronin, 6 points. (3 boats)

420 — 1) Casey Williams, 7 points; 2) David Stiles, 15; 3) John Gray, 16. (7 boats)

LASER — 1) Tim Russell, 8 points; 2) Roger Herbst, 11; 3) Tom Burden, 16; 4) Ken Crawford, 19. (11 boats)

I-14 — 1) Zach Berkowitz, 3 points; 2) Lawrence Henderson, 7; 3) Kirk Twardowski, 11. (8 boats)

29er — 1) Mallory McCollum, 3 points; 2) Johnny Heineken, 8; 3) Gene Harris, 11; 4) Brooks Reed, 12. (9 boats)

WYLIE WABBIT — 1) Colin Moore, 3 points; 2) Erik Menzel, 9; 3) Pete Rowland, 13; 4) Jerry Keefe, 14. (9 boats)

OPEN — 1) Anders Petersson, IC, 3 points; 2) Del Olsen, IC, 6; 3) Trent Watkins, C-15, 11. (7 boats)

PURSUIT RACE (Course 'A') — 1) Tom Burden, Laser; 2) Bob Cronin, Sunfish; 3) George Wilson, Sunfish; 4) Bradley Neiuwstad, Laser; 5) David Odell,

Snipe; 6) Mark Kubinec, Laser; 7) Roy Jordan, Sunfish; 8) Joe Harvard, Snipe; 9) Vince Casalaina, Snipe; 10) Michele Logan, Byte. (27 boats)

PURSUIT RACE (Course 'B') — 1) Johnny Heineken, 29er; 2) Brooks Reed, 29er; 3) Nigel Oswald, Moth; 4) Anders Petersson, IC; 5) Johan Backsin, IC; 6) Gene Harris, 29er; 7) Del Olsen, IC; 8) Richard Carter, 29er; 9) Zack Berkowitz, I-14; 10) Andrew Smith, 29er. (26 boats)

Full results — www.ryc.org.

Box Scores

The summer racing season hasn't even started, and we're already swamped under a tidal wave of race results and other information. Time to jump into our 'liferaft' (Box Scores) again!

COLLEGIATE REGATTA (SiFYC/Stanford: 4/5-6):

1) Univ. of Hawaii, 53 points; 2) USC, 108; 3) Stanford, 133; 4) UC Irvine, 158; 5) USC-Women, 188; 6) UC Santa Barbara, 189; 7) Univ. of Washington, 206; 8) Cal Maritime, 213; 9) UC Berkeley, 218; 10) UC Irvine-Women, 222; 11) Stanford-Women, 267; 12) Univ. of Washington-Women, 279; 13) Orange Coast College, 334; 14) UC Berkeley-Women, 357; 15) UC San Diego, 416. (21 teams; 13 races for 'A' and 'B')

Winning team — Univ. of Hawaii (Bryan Lake/Jennifer Warnock, 1st in 'A'; Joey Pasquali/Sarah Hitchcock, 1st in 'B').

AHMANSON/SKYLARK/ETC. (NHYC: Apr. 12-13):

J/105 — 1) **Belly Dancer**, Steve Grillon, 18 points; 2) **Bold Forbes**, Ed Cummins, 19; 3) **Wings**, Dennis Case, 21; 4) **Mischief**, Dave Blackman, 26; 5) **Indigo**, Scott Birnberg, 38. (21 boats)

2003 Coastal Cup Entries*

Vessel	Type	Skipper	Home Port
<i>Pyewacket</i>	RP 75	Roy Disney	Los Angeles
<i>Beau Geste</i>	T-P 52	Karl Kwok	Hong Kong
<i>Flash</i>	T-P 52	Mark Jones	Diablo
<i>Yassou</i>	T-P 52	Jim Demetriades	Long Beach
<i>Alta Vita</i>	T-P 52	Bill Turpin	Santa Cruz
<i>Morgana</i>	SC 52	Robert Magoon	San Leandro
<i>Dasher</i>	SC 50	Roger Groh	San Francisco
<i>Musetta</i>	Passport 47	Jeff Sarantopoulos	San Francisco
<i>Bravado</i>	Elliott 45	Charles Breed	Dublin
<i>El Tiburon</i>	Passport 42	Michael Downing	San Rafael
<i>Dream Keeper</i>	Passport 42	John Baudendistel	Castro Valley
<i>Ace</i>	Passport 42	Lou Dietz	Mountain View
<i>Outrageous</i>	Olson 40	R. Linkmeyer/M. Brown	Santa Cruz
<i>Prime Time</i>	Olson 40	Richard Sherlock	Oxnard
<i>China Cloud</i>	J/40	Marilyn Brite	Richmond
<i>Illusion</i>	Cal 40	Stan Honey	Palo Alto
<i>Wind Witch</i>	Passport 40	Bill Schmidt	San Francisco
<i>Trial Run</i>	Passport 40	Jack Belda	Emeryville
<i>Aniara</i>	Swan 40	Eric Schou	Mill Valley
<i>Elan</i>	Express 37	Bill Riess	Alameda
<i>Tiburon</i>	J/105	Steve Stroub	Tiburon
<i>Horse Play</i>	J/105	Richard Parker	Morgan Hill
<i>Cosmic Latte</i>	Ericson 35	Jim Bennett	Alameda

as of April 25

SCHOCK 35 — 1) **Outlier**, Gordon/Schmidt, 13 points; 2) **Piranha**, David Voss, 15; 3) **Whiplash**, Ray Godwin, 17. (12 boats)

SANTANA 30/30 — 1) **Aries**, Dennis Godfimon, 13; 2) **Teaser**, Mr. Rasse, 14. (6 boats)

PHRF-A — 1) **Revolution**, Farr 40, Brack Duker, 15 points; 2) **Wasabi**, Farr ILC 46, Dale Williams, 16; 3) **Silver Bullet**, Farr 40, John DeLaura, 20. (9 boats)

PHRF-B — 1) **Black Knight**, Farr 39, Phil Friedman, 5 points; 2) **Pendragon 2**, Davidson 44, David Grey; 3) **Bravura**, Farr 44, Charles Brewer, 20. (7 boats)

PHRF-C — 1) **Willpower**, Peterson 42, Kim Ingram, 7 points; 2) **TNT**, NY 36, Wes Selby, 12; 3) **Tachyon**, B-25, Steve Pacelli, 18.

COLLEGIATE RANKINGS (as of April 8):

COED — 1) Harvard; 2) St. Mary's; 3) Tufts; 4) Hawaii; 5) Georgetown; 6) Hobart/Wm. Smith; 7) USC; 8) Charleston; 9) Boston College; 10) Yale; 11) Stanford; 12) Washington College; 13) Brown; 14) Dartmouth; 15) Old Dominion; 16) **UC Santa Barbara**; 17) King's Point; 18) Eckerd; 19) Navy; 20) **UC Irvine**.

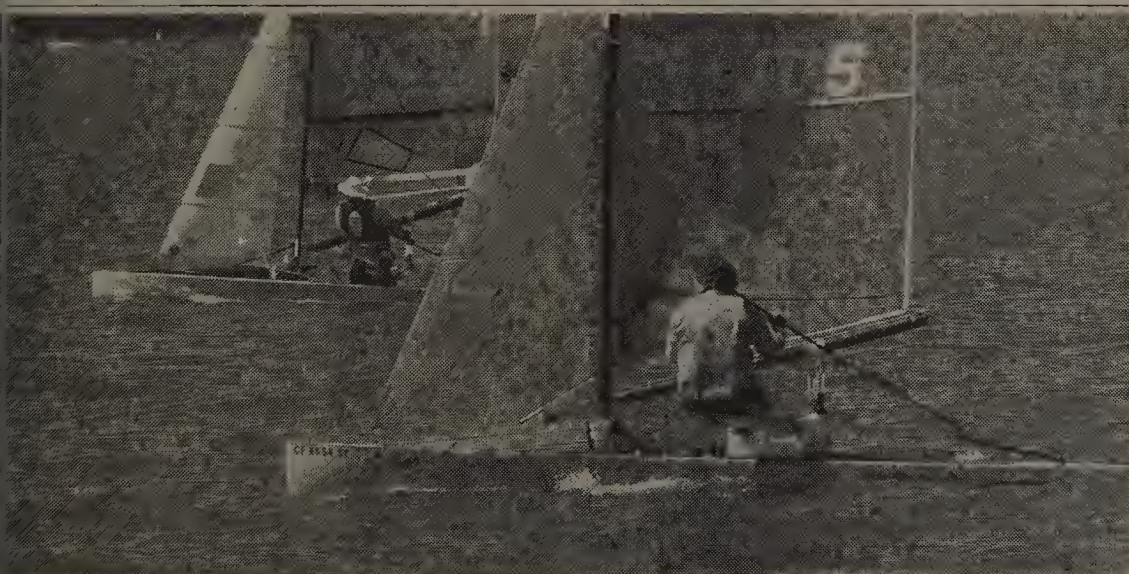
WOMEN — 1) St. Mary's; 2) Old Dominion; 3) Hawaii; 4) Brown; 5) Charleston; 6) Dartmouth; 7) Tufts; 8) Harvard; 9) Hobart/Wm. Smith; 10) Yale; 11) Georgetown; 12) Boston College; 13) Navy; 14) **UC Santa Barbara**; 15) Connecticut College.

LOOMIS ODOM REGATTA (San Rafael: Apr. 5):

1) Jess Atkinson, 13 points; 2) George Pedrick, Jr., 22; 3) Hank Easom, 26; 4) Will Baylis, 31; 5) Bob Miller, 36; 6) Steve Schneider, 30; 7) Mark Kennedy, 40; 8) Hal MacCormack, 45; 9) Chris Cardoza, 50; 10) Ron Locke, 51. (29 boats; 7 races, 1 throwout)

SPRING FORWARD (SBYC: April 5: 2 races):

DIV. A (< 105) — 1) **Just in Time**, Beneteau 42s7, Frank McNear, 3 points; 2) **Oni**, Beneteau 36.7, Peter Kreuger, 5; 3) **OO7**, J/105, Bruce Blackie, 6; 4) **Moray**, 11:Metre, Mark Hecht, 8. (10 boats)



LATITUDE JR

THE RACING

DIV. B (106-159) — □1)

Gig, HB-30, Gil Sloan, 3 points; 2) **Sierra II**, Sabre 362, Paul Eisenhardt, 7; 3) **Wind Dragon**, Catalina 34, Dave Davis, 8. (7 boats)

DIV. E (160-up) — □1) Jam

Jam, J/24, Neal Ruxton, 3 points; 2) **Grenadier**, Contessa 32, Paul Osborne, 3; 3) **Goose**, Catalina 30, Mike Kastrop, 6; 4) **Popcorn**, Nonsuch 33, Neil Davidson, 8. (11 boats)

SF 30-FOOTERS — □1)

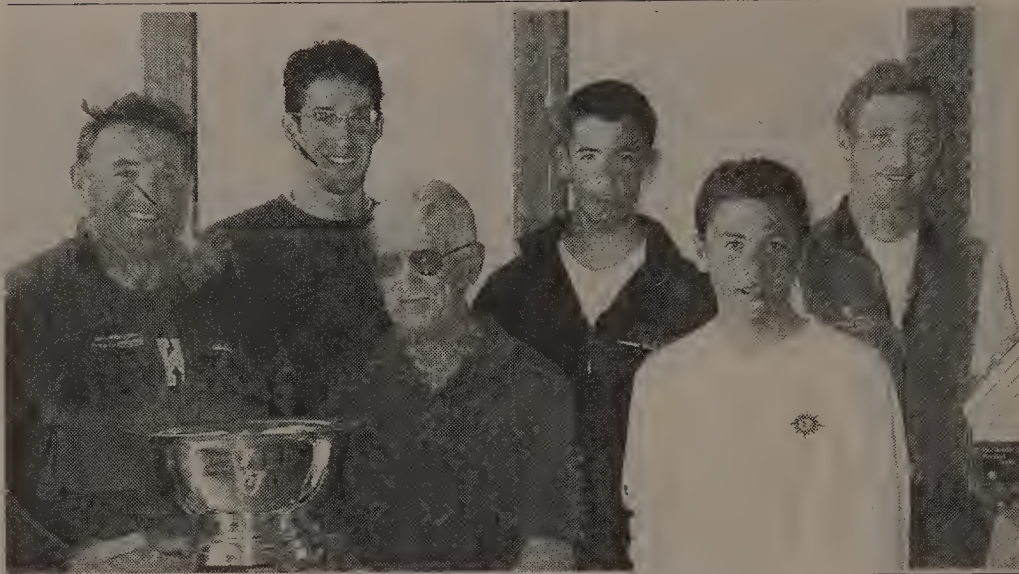
Ixxis, Olson 911-S, Ed Durbin, 3 points; 2) **Tortuga**, Santana 30/30, Stephen Hutchison, 3; 3) **Enigma**, Capo 30 mod., Bob Hultman, 7. (8 boats)

SOUTH BAY YRA #1 (CPYC: April 19):

BIG SPINNAKER — 1) **Jet Lag**, Catalina 34, Roger Roe; 2) **Windwalker**, Jeanneau 36, Jim Benson. (5 boats)

LITTLE SPINNAKER — □1) **Summertime**, International Folkboat, Luther Ismarian; 2) **Spirit**, Cal 20, Vince Swerkes; 3) **Liquid Kitty**, Santana 525, Dave Waller; 4) **Sandpiper**, SJ 24, Kevin Hartig. (11 boats)

NON-SPINNAKER — □1) **Dolphin**, Cal 2-30, Robert Young; 2) **January's Child**, Hunter 34, Stan Phillips. (4 boats)



ANIKA LEERSSEN

Elvström winners, from left — Craig Monk, Steve Bodner, Jim Christopher, Cameron McCloskey, Morgan Gutenkunst, and Matt McQueen.

ELVSTRÖM REGATTA (StFYC: Apr. 19-20):

FINN — 1) Craig Monk, 5 points; 2) Henry Sprague, 12; 3) Bradley Nieuwstad, 14; 4) Louie Nady, 16; 5) Philippe Kahn, 24. (10 boats)

LASER — 1) Matt McQueen, 5 points; 2) Tracy Usher, 13; 3) Russ Silvestri, 13; 4) Peter Vessella, Chris Boome, 31. (14 boats)

RADIAL — 1) Jim Christopher, 7 points; 2) Roger Herbst, 12; 3) Matt Noble, 16. (6 boats)

FORMULA — 1)

Steve Bodner, 8 points; 2) Chris Radowski, 13; 3) Alan Prussia, 15; 4) Jim Kirakis, 25; 5) Bill Wier, 34; 6) Brian MacDougall, 34. (3 boards)

29er — 1)

Cameron McCloskey/Morgan Gutenkunst, 7 points; 2) Dan Brandt/Trevor Bozina, 9; 3) John & Paul Heineken, 14; 4) Shark Kahn/Doogie Couvreur, 23. (7 boats)

(6 races; 1 throw-

out; www.stfyc.com)

SPRING ONE DESIGN #1 (SCYC: Apr. 19):

OLSON 30 — 1) **Bullet**, Mike Gross, 5 points; 2) **Capital Affair**, John Buchanan, 5. (6 boats)

SC 27 — □1) **Racer X**, Mark Schipper, 3 points; 2)

Hanalei, Beat Naef/Rob Schuyler, 8. (6 boats)

MELGES 24 — 1) **Minor Threat**, Peter Dalton, 3 points. (2 boats)

MOORE 24 — 1) **Wildfire**, Tom Connerly, 5 points; 2) **Una Mas**, Larry Peterson, 6. (4 boats)

SANTANA 22 — 1) **Maybe**, Ernie Rideout, 3 points; 2) **Insanity Cruz**, Mark Langer, 5. (5 boats)

SPRING SCORE #1 (SCYC: Apr. 20):

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San Francisco to Monterey

The San Francisco Yacht Club and Monterey Peninsula Yacht Club

invite you to spend your Memorial Day weekend racing in the 6th Annual Spinnaker Cup

Start on Friday, May 23 at 12noon in the Knox Race Area. Finish in Monterey after dark (usually on Saturday).

The Notice of Race and Entry Forms are now available on the websites: www.sfyc.org and www.mpyc.org

For further information and inclusion on the mailing list please contact:

Anne McCormack, SFYC 415.789.5647 sftrace@aol.com
Donna Womble, MPYC 831.373.7896 dsw@mbay.net



LATITUDE/JR

CREWED — 1) *Minor Threat*, Melges 24, Peter Dalton; 2) *Sweet Jane*, J/90, Trevor Baylis; 3) *Outrageous*, Olson 40, Rick Linkemyer/Malcolm Brown. (6 boats)

DOUBLEHANDED — □1) *Wildfire*, Moore 24, Howard Ruderman. (3 boats)

CLEAR LAKE MONSTER (KBSC: Apr. 19):

MONSTER— 1) *Barking Dog*, Olson 25, Jeffrey Kroeber; 2) *No Cat Hare*, Catalina 22, Don Hare; 3) *#107*, San Juan 26, Jeff Lund. (9 boats; "about 26 miles")

MINI-MONSTER — □1) *Wind Dancer*, Catalina 22, Robert Walmsley; 2) *Pic*, Catalina 25-SK, Bill Pickering; 3) *Wastin' Time*, San Juan 26, Ken Young. (9 boats; "about 13 miles")

Race Notes

T-minus two months and counting: An even 60 boats — including nine Cal 40s! — are currently entered in the **42nd TransPac**, scheduled to go off in three

Typically hectic mark rounding at the Stanford/StFYC Collegiate Invitational on April 5-6. University of Hawaii ran away with the event.

waves on July 1, 4 and 6 from Palos Verdes. Entries don't close until May 23, so a few more entries may yet straggle in. Numbers-wise, this is shaping up to be the biggest TransPac since 1985, back when sleds ruled the oceans. So far, 13 of the boats are from the Bay Area: *Pegasus 77* (R/P 77, Philippe Kahn), *Alta Vita* (TP-52, Bill Turpin), *Dasher* (SC 50, Roger

Groh), *Bravado* (Elliott 46, Charles Breed), *California Girl* (Cal 40, Don and Betty Lesley), *Illusion* (Cal 40, Stan and Sally Honey), *Ralphie* (Cal 40, The Pillsbury Family), *Ranger* (Cal 40, Bill Partridge), *Beach Music* (Tayana 52), *Starbuck* (Black Soo 31, Greg Nelson), *Just Imagine* (49-ft cutter, Rick Gorman), *Barking Spider* (Catalina 38, David Kory), and *Tango* (Bene-teau 40, Howard Raphael). See www.transpacificyc.org for the full list.

Sale boats of the month: Versatile SFYC sailor **Tim Russell**, who has been the tactician on many successful J/105s, is now a partner with Roy Steiner in the blue J/105 *Aquavit*. . . Former J/105 sailor **Chuck Eaton** (*Jitterbug*) now owns an Alerion Express 28, believed to be the seventh one on the Bay. Eaton claims he will resist the urge to race his new boat,

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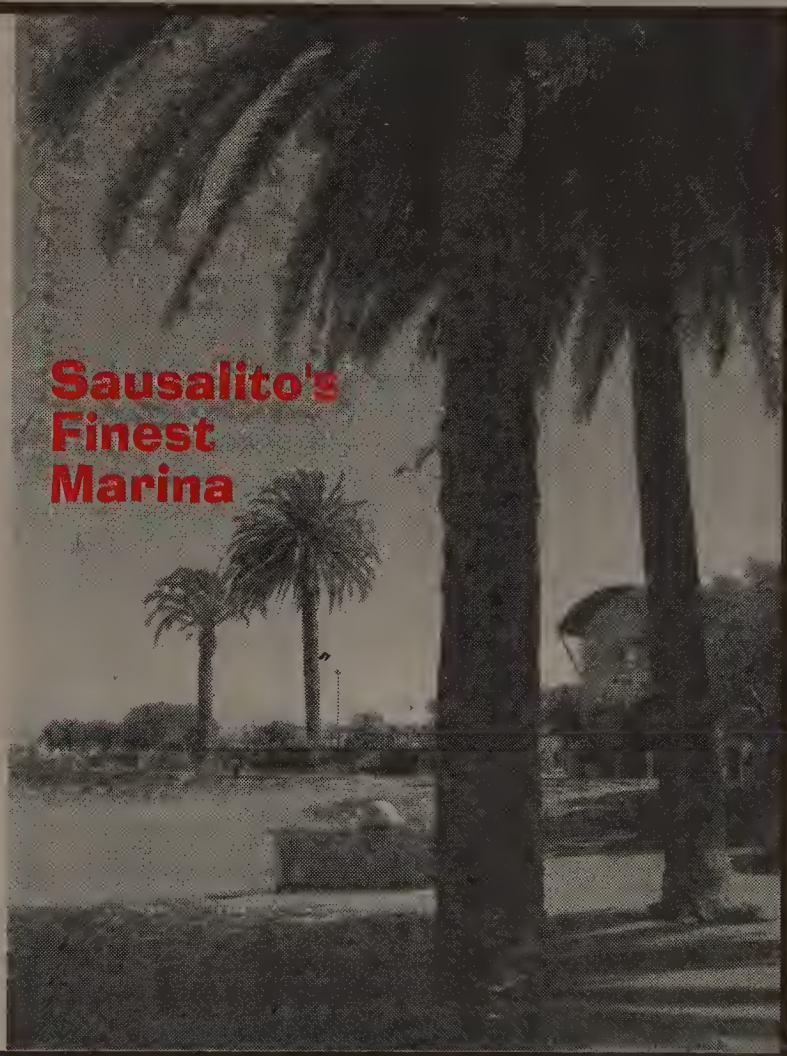
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THE RACING SHEET

though we'll see how long his resolve lasts. . . Longtime Santana 22 champ **Mark Lowry** (*Soliton*) has moved up to an Express 27, hull #68 (ex-Killer). Lowry debuted the boat, still unnamed, at the Resin Regatta. "We managed to get upside down a few times," he chuckled, "but I'm enjoying going up the learning curve!"

Launchings: Dick and Mary Compton's new Dennis Choate-built Andrews 77 **Alchemy** was splashed on April 23 in Long Beach. The new maroon beauty, which features a retracting keel (14.5 feet to 9.5 feet for harbor access) and water ballast, raced in the Ensenada Race two days later with an initial PHRF rating of 3 seconds a mile faster than *Pyewacket*. Summer plans for *Alchemy* include the Mackinac Races in the Great Lakes. . . Hasso Plattner's latest yacht, the 147-ft **Visione**, is now sailing in the Med. The new flagship of Hasso's fleet (which includes two Farr 40s, a R/P 81, a R/P 75, a J/125, a Baltic 70 and who knows what else) was designed by Reich-



ALAN ANDREWS

Ready to rumble — 'Alchemy', Dick and Mary Compton's innovative new Andrews 77, looks fast even tied to the dock.

el/Pugh and built by Baltic Yachts.

Random race notes: Les Raos, chairman of EYC's June 14 **Coastal Cup**, is predicting a 50-60 boat fleet this year, including about 10 Passports doing the 360-mile race as a club outing. See the box of early entries on page 175, and check www.encinal.org for details. . . Last month's **Stone Cup** was canceled (due to

lack of interest in Americap racing), as was the Alameda Interclub race (nasty weather). . . Encinal YC's **Commodore's Challenge**, a three-race PHRF series on April 26, was won by Berkeley YC Commodore **Mark Van Selst** sailing the Tartan Ten *Jeannette*. Three other clubs participated, finishing in the following order: *Cowabunga* (Schock 34, Debbie Walker, StkSC), *True Grits* (Express 27, Teri Moore, EYC), and *Razzberries* (Olson 34, Harvey Kent, RYC). . . **Pyewacket**, skippered by Roy Pat

Disney (Roy's son), reclaimed the course record in the **56th Newport-Ensenada Race**, finishing the 125-mile sprint in just 10 hours, 44 minutes and 54 seconds, knocking 39 minutes off *Magnitude's* 2002 record. For the second year in a row, **Afterburner**, Bill Gibbs' 52-foot custom catamaran, was the first multihull to finish in the non-record time of 10 hours, 21 seconds. A total of 461 boats competed in the speedy race. See www.nosa.org for complete results.



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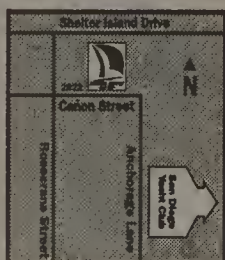
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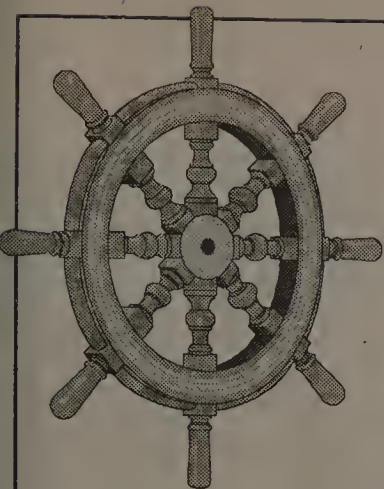
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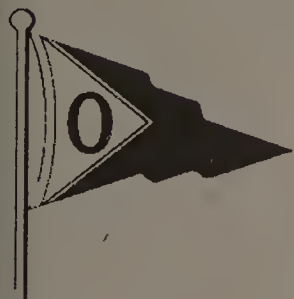


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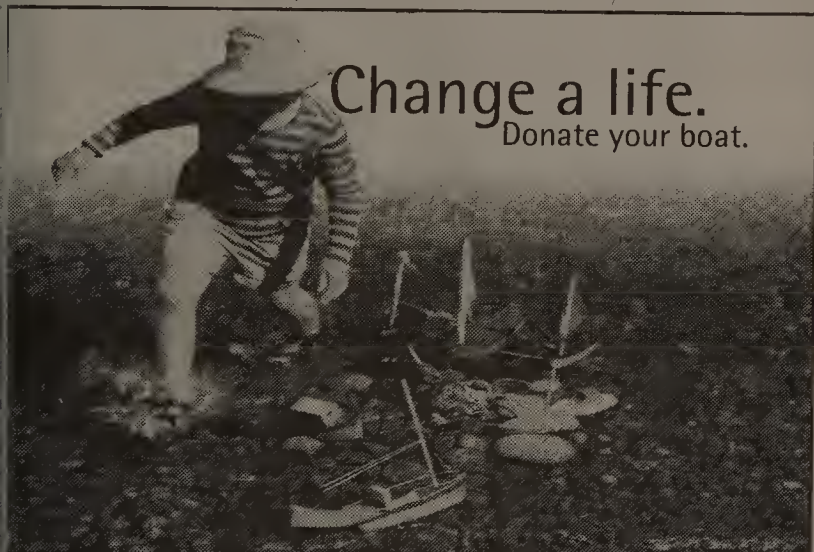
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With reports this month on **Prime Summer Sailing Options**, a local charter operator's thoughts on **California Coastal Cruising**, a world traveler's memories of **Sailing the Tahitian Isles** and miscellaneous **Charter Notes**.

Summer Sailing Options For Troubled Times

Let's face it, we've all seen better times. The economy is in a major rut and in some foreign countries anti-American sentiment is so thick you could cut it with a knife. But for many of us, the arrival of summer makes us antsy to get out of town on a special sailing adventure. So what's a sailor to do?

It's a funny thing about diehard sailors. If they had to choose, many would give up every personal luxury — dinners out, new clothes, concerts, you name it — before they'd sacrifice their access to sailing. And we count ourselves among them. We'd rather ride the bus and eat peanut butter sandwiches for a month than forego our annual summer sailing getaway. If you feel the same way, we've got a few ideas for you.

First of all, if you're truly paranoid about flying abroad this summer, there are plenty of worthwhile chartering options right here in North America. In fact, some are practically right in our own backyard. As we often mention in these pages, the extensive cruising grounds of the Pacific Northwest are only a short flight away — and if you are currently shunning airports altogether, you can drive to either American or Canadian charter bases in two days or less.

With short distances between anchorages and few navigational challenges,

Close to home and fascinating to explore, the cruising grounds of the Pacific Northwest are an ideal summer sailing option.

you can choose to cruise through either the (American) San Juan Islands or the (Canadian) Gulf Islands — or both. Geographically rich in natural beauty, these waters abound with wildlife such as orcas, dolphin and bald eagles, while island infrastructure runs the gamut between cozy waterside villages and uninhabited marine parks that offer overnight moorings. Farther north lie the primeval, glacier-carved fiords of Desolation Sound and Princess Louisa Inlet. An added bonus is the fact that it's light out until 10 p.m. during summer months.

On the east coast, at roughly the same latitude, you'll find 'Downeast' Maine, a world-renowned cruising ground that offers a blend of historically-significant towns and villages, Yankee hospitality, and low-stress sailing. This is schooner country, so, in addition to bareboat rentals, you can book a berth aboard a stunningly-beautiful traditional schooner where hands-on participation is the order of the day. A highlight of each week-long (or half-week) trip is gorging yourself at a traditional lobster bake, where mountains of local crustaceans are slow-baked in an open pit.

A few months back we reported on chartering in the Chesapeake Bay, a 200-mile-long estuary that offers sailors a maze of inlets, rivers and sloughs to explore, with historic waterside towns that date back to the colonial era. Lying just an hour from the heart of Washington, DC, you can easily combine an educational visit to our nation's capital with a stint of relaxing Chesapeake sailing. Rental boats can also be found in other popular eastern sailing venues such as Newport and Martha's Vineyard.

Also, if you yearn to bake the chill of winter out of your bones, don't forget about Florida, where you can easily combine



MAINE WINDJAMMER ASSOC.

a trip to Disneyworld with a week of sailing in the Tampa Bay region. You'll find excellent bareboats available there and plenty of boater-friendly infrastructure.

As sailing club owner David Kory points out in the following article, our own Channel Islands offer excellent summer sailing opportunities, easily assessable from a half-dozen Southern California charter bases such as Santa Barbara, Oxnard and Long Beach. The northern islands of the cluster, Santa Cruz, Santa Rosa and San Miguel, are virtually uninhabited, with zero facilities ashore, giving sailors a taste of serenity rarely found in our great state. Cruising within them provides ideal opportunities to practice 'cruising skills' such as anchoring, snorkeling (with a wetsuit) and howling at the moon. And don't forget to explore Santa Cruz' myriad sea caves — a phenomenon found in few other places around the world.

Having offered you a roundup of chartering options relatively close to home, let's take a brief look at the realities of chartering in some of the prime summer sailing venues overseas. True, not many Americans would be comfortable char-



ANACORTES YACHT CHARTERS

OF CHARTERING



Part of the fun of sailing aboard a Malne 'wind-jammer' is practicing the time-honored arts of marlinspike seamanship.

tering in Malaysia right now, but of all the international destinations where bareboats are prevalent, we can't think of many that we would avoid these days. We're told that there has been a slowdown of American bookings to Turkey and Greece, but the resistance seems largely unwarranted. Europeans are still booking those destinations with little or no hesitation. Still, we wouldn't want to encourage you to go anywhere where you'd feel nervous or uncomfortable — after all, the point is to relax and lose all the stress you've been accumulating throughout the year.

On that note, we can't see any reason not to consider a Caribbean vacation this summer — and living stress-free is inherent in the laid-back Caribbean lifestyle. If you're a regular reader, you undoubtedly know the options: Whether you charter in the Virgin Islands, the Leewards or the Windwards, a week or two of sailing in the Caribbean is excellent therapy for any work-weary wage slave. We're not encouraging you to run

away and hide under a coco palm forever, but in troubled times like these, it is certainly nice to temporarily unplug from the mainstream in order to recharge your batteries and rejuvenate your psyche.

Another good place to do that is on a windswept isle in the South Pacific, like Raiatea, Huahine or Bora Bora — Tahiti's Leeward isles. Yeah, we know they're French, but get over it. Our culture has been intertwined with French culture since the colonial days and the hurt feelings will soon heal. Besides, the inherently welcoming attitude of Polynesians is virtually immune to politics.

So there you have it, a full array of choices for summer chartering. We encourage you to recruit some friends and make reservations ASAP. Trust us, you'll be glad you did.

— latitude/aet

Round-Trip Coastal Chartering: One Sailing Club's Hottest Ticket

In a recent issue, you asked about cruising ideas in the United States. Well, I continue to be amazed at what a wonderful place California is, and how few people try cruising it!

Here at Tradewinds, we do several charter trips a year to exotic locations, but we also do a California Coastal Cruising trip twice a year, and despite the popularity of our Tahiti and Sea of Cortez trips, it's the Coastal Cruising trips that sell out first.

Here's a real easy, two-week itinerary. We sail under the Golden Gate on Friday, turn left, and keep going until we reach Avalon on Catalina Island. It's about 400 miles, so we plan on 72 hours for this leg. As it's downwind and comfortable, we enjoy the few days and nights at sea, then Avalon is a wonderful reward for the passage. Arriving on Monday, after everyone else has left, we enjoy Catalina's charms (and moorings at \$19/night) for five days. We've also taken a day trip to Long Beach to drop off and pick up crew.

On Saturday morning, when everyone is heading for Catalina, we depart for Santa Barbara. It's about 100 miles, so we plan on a 24-hour leg, although it's usually less. Arriving at Santa Barbara early Sunday morning, we get a slip (\$19 for our 38-footer), and enjoy the full day and night there. The marina is in a great location, right off of State Street and the wharf, with laundry, ice, fuel, shopping, beaches and restaurants a very short walk from the boat.

On Monday morning we depart for *Sailing down to the Channel Islands and back is a great way to build sailing skills and confidence.*



DAVID KORY / TRADEWINDS

Morro Bay, another 100-mile leg. If Point Conception is forecast to be ugly, we may leave Sunday night to round the Point in the early morning. We get into Morro Bay Tuesday morning, then go kayaking with the otters, eat the locally-famous fish and chips, and enjoy the area's laid-back pace. If the last leg was wet, it's also nice to dry out for a day.

Wednesday morning we're off to Monterey, yet another 100-mile leg. Although Point Conception has a nasty reputation, I've had Point Sur fight me a lot more than Conception ever did. We arrive at Monterey on Thursday morning, and get a slip at Breakwater Marina, near the fuel dock. It's a little funky, and costs a whopping \$38 per night, but at least they let us use their Monterey Aquarium passes, which saves a bundle. Cannery Row is within walking distance, and the whole place is just plain nice.

All dried out and comfortable, we head for home on Friday — again, about 100 miles — and, with any luck, we'll sail triumphantly beneath the Golden Gate flying a spinnaker.

Obviously, there can be a lot of variations to this itinerary, but we like Catalina a lot, we enjoy exploring the coastal marinas and cities, and we usually don't anchor at all. We cook for ourselves on the sea days, but eat in restaurants when staying in marinas. It can be done more inexpensively, but this itinerary works well for us as a 'local' vacation.

What's truly amazing to me is how few other boats we see on the water and in the marinas. Almost nobody seems to be doing this! Next time you need to get

The unmistakable Avalon Ballroom is Catalina's most famous landmark. Launches will shuttle you to and from your boat until the wee hours.

away for a couple weeks, forget the passport and airlines, take your own boat sailing — or charter one — and discover the great cruising grounds we call home.

— David Kory
Tradewinds Sailing

Readers — By the time you read this, *Tradewinds'* spring coastal trip will be underway, but they have another one scheduled for September 6. For details, call (800) 321-TWSC, (510) 232-7999 or email tradewinds@sfsailing.com.

A variation on the theme, of course, would be to charter a bareboat out of Santa Barbara, Oxnard, Long Beach, Marina del Rey or San Diego, and do a loop through the islands from there.

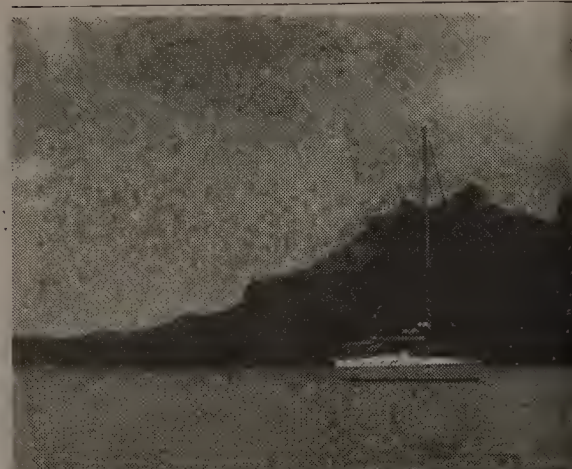
Revisiting Tahiti — The 'Right Way' This Time

Geographically, Tahiti and her outer islands can be considered a mirror image of Hawaii. They are situated at approximately the same longitude and latitude but in the South instead of the North Pacific. There are many significant differences, however.

First of all, instead of the sharp volcanic islands of Hawaii, the Tahitian islands are atolls surrounded by coral reefs and lagoons. Inside the lagoons, the water is calm, warm and clear — ideal for swimming, snorkeling and sailing.

Second, while Hawaii is very much Americanized, Tahiti offers an attractive blend of Polynesian and French cultures. Tahitians are warm, friendly and relaxed. They learn French in school, but most of them speak Polynesian at home. Many also speak English.

Third, Tahitian society appears to be quite stable and family oriented. We didn't notice overt poverty, drug use or



alcoholism. In fact, most Tahitians are quite religious.

Last but not least, French Polynesia had 250,000 visitors last year. That's what Hawaii gets in a week.

Although administered and supported financially by France, Tahiti has its own government and their currency is still the CFP franc, not the euro.

We love Tahiti very much and have been there five times over the last 10 years, staying either with friends, at the Moorea Club Med (now closed) or cruising on the beautiful *Renaissance 4* (now the *Tahitian Princess*) for the Year 2000 Millennium. This, however, was our first sailing trip there. We chartered a Beneteau 464 from The Moorings, whose base is at Raiatea.

We flew out of Los Angeles with our daughter Lisa and her friend Wendy on an Air Tahiti Nui Airbus 340 nonstop to Papeete, the capital of Tahiti. On arrival we were met at the airport by a local Tahitian band and by our local friends, Pierre and Christine. After a refreshing night at their house, we flew with them to Raiatea, only 45 minutes away on Air Tahiti, the smaller local airline. The Moorings van was waiting for us at the airport and took us directly to the base, about a mile away.

Our boat, *Apache*, was there waiting for us and ready to go. Even though it was a 1997 model and close to retirement from the fleet, it was in excellent



DAVID KORY / TRADEWINDS

OF CHARTERING



ALL PHOTOS JACQUES & NITA STEININGER

Memories of paradise: After five previous trips to Tahiti, Jacques and Nita finally toured the islands the 'right way' — on a sailboat.

condition and we didn't have any problems, mechanical or otherwise.

We were greeted by Base Manager Jerome and by Christian who gave us an excellent and humorous briefing. The local staff was friendly and helpful and the base appeared to be well maintained. They allowed us unlimited use of their computer for Internet connections. This must be one of the best, if not the very best, Moorings base that we have seen.

We had ordered partial provisioning from The Moorings since their prices were quite reasonable. We knew that the basic food necessities, such as bread, rice, chicken or meat, are under price control and/or subsidized by the government. A baguette of French bread is only 35 cents U.S. But imported luxuries and alcohol are more expensive.

The two islands of Raiatea and Tahaa are located inside the same lagoon, which is surrounded by a coral reef and by small islands, called *motus*. Tahaa is the only island that can be completely circumnavigated.

The trade winds normally blow from the east. Bora Bora is downwind about 24 sailing miles away and Huahine is the same distance upwind. Since we had the boat for only 12 days, and our crew were not avid sailors, we decided to sail only to Bora Bora and save Huahine for an-

other trip.

The following excerpts from our log will detail a few highlights of our trip:

... At Tahaa we anchored near Motu Mahea, behind the reef in about 15 feet of clear water, where we spent a beautiful and quiet night. The next morning we snorkeled behind the reef and explored the small *motu* that marks the entrance to the pass.

... Back on Raiatea, we dinghied ashore for a visit to the small supermarket where we got our daily ration of fresh baguettes. Across the lagoon at the Coral Garden the coral and fish were spectacular, but there was a strong current through the pass, so we walked up to the head of the *motu* and let ourselves drift back with the current.

... Leaving the Tahaa lagoon, we motorsailed through the Papai Pass en route to Bora Bora. We then had the most beautiful sail in 10 to 15 knots of wind with flat seas, arriving at the Teavanui Pass in Bora at 3 p.m. The water was so clear where we anchored that we could see our anchor as well as isolated coral patches. We immediately dove in for

a refreshing swim.

... We dinghied over to the Lagoonarium next to the Meridien Hotel. Since it was early, the Lagoonarium was not crowded and we swam at our leisure with fish, turtles, bat rays and sharks.

... While at Bora Bora, we rented a small Peugeot 106 for a tour of the island. At the village of Faanui, we turned off the main road and drove up on a dirt road toward the top of the mountain, where we stopped and picked up flowers, mangoes and a bunch of ripe bananas that had just fallen off a tree.

... At Raiatea, on our final day, we drove along the east coast to the Marae Taputapuata, which is the largest sacred Polynesian site in the islands. To the ancient Polynesians, Raiatea was the most sacred island and the one from which they left to settle New Zealand.

This was a most enjoyable vacation and we hope to return next year to sail to Huahine, the mysterious island.

— jacques & nita steininger
santa barbara

Readers — Jacques and Nita are avid travelers who love yacht chartering. They own a boat in a St. Martin charter fleet, which gives them reciprocal sailing privileges at other overseas bases. Arrangements like theirs are an investment, of course, but the greatest benefit is that it gives owners an impetus to explore new sailing grounds.

Charter Notes

Have you ever stepped aboard a vintage luxury yacht or a pedigreed racing machine and thought, "Wow, if only boats

The girls take a break from shopping in the open market to quench their thirst with some chilled coconut water — a local treat.



ALL PHOTOS JACQUES & NITA STEININGER

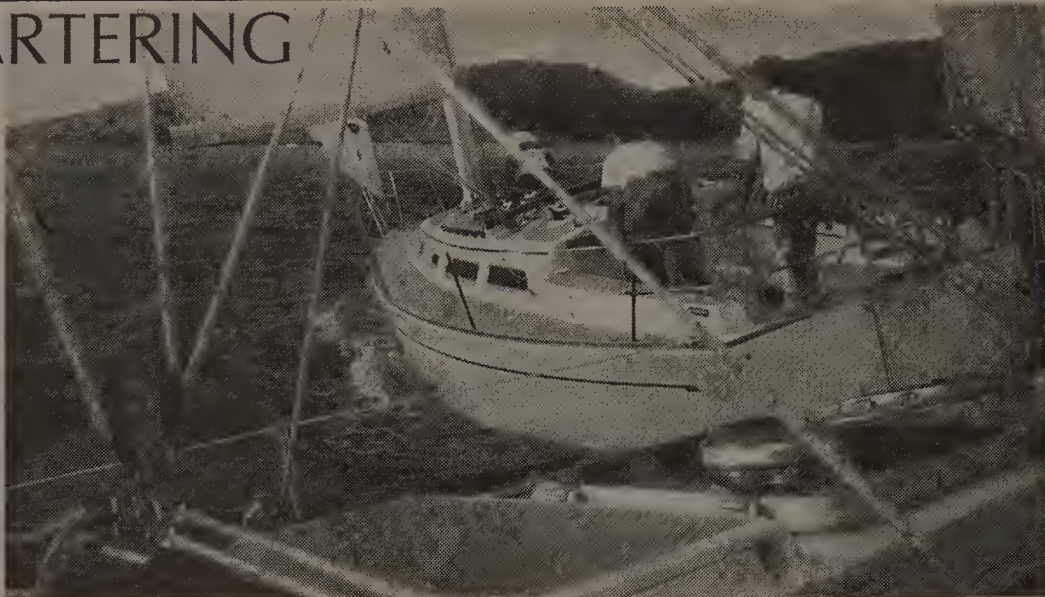
WORLD OF CHARTERING

could talk"? That's precisely the thought that ran through our minds the last time we visited the **Bitter End Yacht Club, in the British Virgins**. As we jockeyed around the buoys during a casual match race one afternoon, it occurred to us that during the 16 years that this waterside resort has owned its fleet of Freedoms, more racing luminaries have helmed them than any other boats we can think of — not to mention the hundreds, or perhaps thousands, of hotel guests who've sailed them around Virgin Gorda's North Sound and beyond.

The reason for this odd statistic is that every year since 1987, when the fleet arrived, the resort has annually staged its **Pro-Am Regatta**, where house guests are invited to crew for some of the world's top sailing stars. We'll never forget the comment made by a wide-eyed guest from Chicago after he helped Buddy Melges win his heat in the 'round-robin' series: "I can die and go to heaven now — I've crewed for Buddy, my idol!"

While designer Garry Hoyt never in-

LATITUDE / ANDY



If boats could talk... In this vintage shot from our archives, John Bertrand squeaks past Ken Read at the Bitter End's 1988 Pro Am Regatta.

tended the 30s to be match-raced, they have performed admirably in that role. The rest of the year they are **chartered for daysails or 'surf and turf' packages** (a few days of interisland sailing combined with a few days at the resort).

The pantheon of Pro-Am vets includes such notables as Ed Baird, Peter and J.J. Isler, Butch Ulmer, Ken Read, Tom Leweck, Russell Coutts, Paul Cayard, John Kosteck, Peter Holmberg, John Bertrand, Dawn Riley, Mark Reynolds,


Tomasso Chieffi, Tom Blackaller, Chris Larson, Rod Johnstone, Lowell North, Buddy Melges, Dave Dellenbaugh and Keith Musto. Oh, and we can't leave out the most famous crewmember ever to grace the decks of a Freedom 30, super-model Heidi Klum.

If you'd like to join in the fun this fall, we suggest you get your reservations in early for the November 2 - 8 event. For details call (800) 872-2392, email Special Events Director John Glynn at jglynn@beyc.com or check out the website: www.beyc.com.

— latitude/aet

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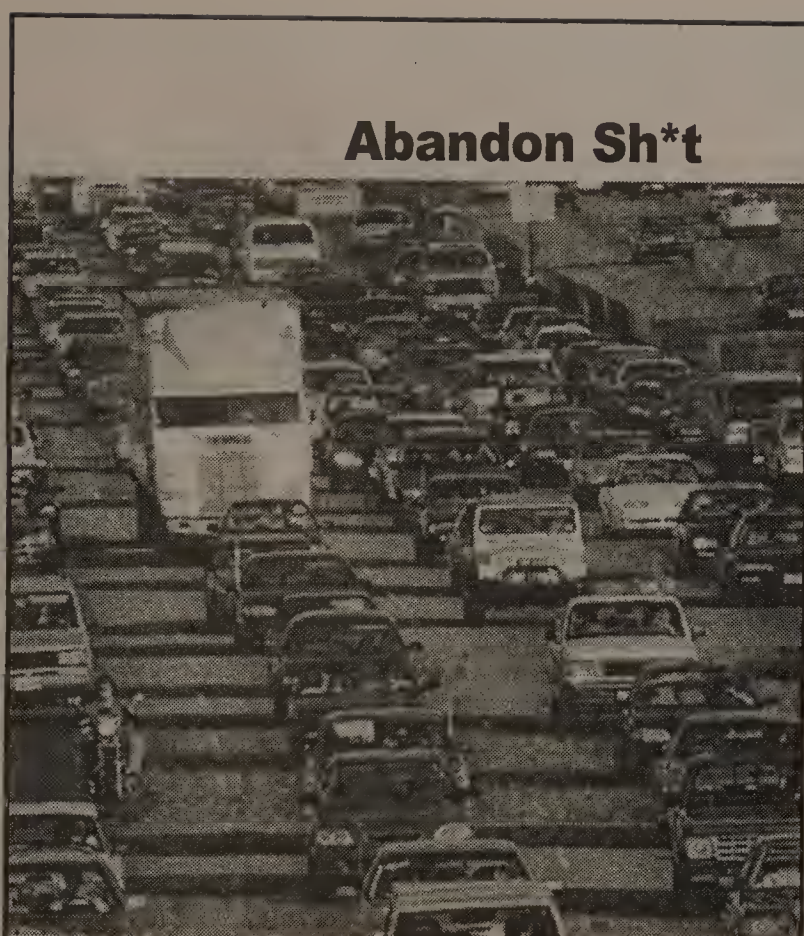
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CHANGES

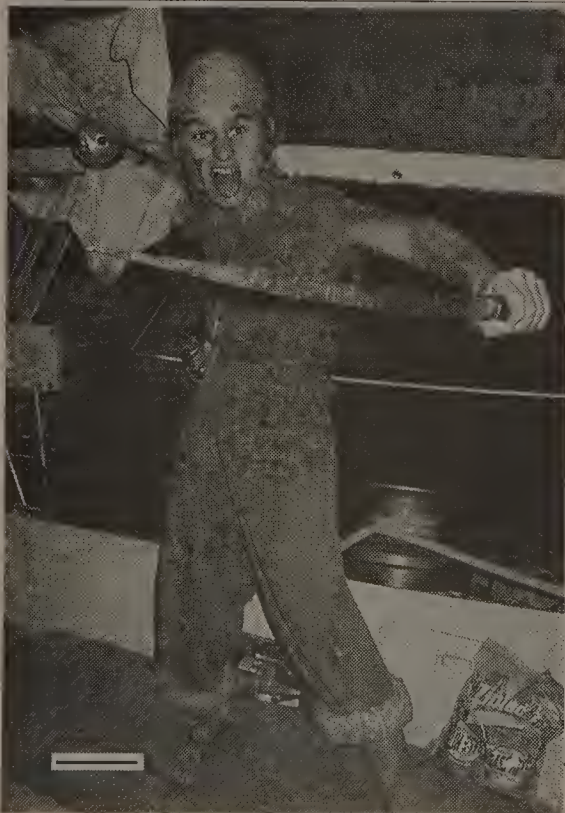
With reports this month from 13-year-old Tristan of **Delphis** on completing a circumnavigation; from **Sanderling** on being hit by a megayacht off Sint Maarten; from **Siesta** on Acapulco; from **Örnaerie** on having to issue a mayday in the English Channel; from **Gypsy Warrior** on a late start on the Puddle Jump from San Francisco; from **Felicity** on getting ready to finally depart New Zealand; from **Mystery Tramp** on The Ocean Is A Woman CD; from **Alisio** on being lost at Manele Bay, Lanai; from **Elsewhere** in defense of Bahia del Sol, El Salvador; and lots of **Cruise Notes**.

Delphis — Cal 39 Tristan McMillan, 13 Notes On A Circumnavigation (Victoria, Canada)

Seven years ago — on July 29, 1996 — my family and I started our circumnavigation aboard our Cal 39 *Delphis* from our homeport of Victoria, Canada. Since then we have visited 39 countries, enjoying all of them. We have been down the West Coast of North America, across the South Pacific, to New Zealand, Australia, Papua New Guinea, Southeast Asia, the Indian Ocean, the Red Sea, the Med, across the Atlantic, the Caribbean, through the Panama Canal and up the West Coast again. We will finish our circumnavigation in Zihuatanejo, then head up to Victoria to be home after seven years to the month.

In all our travels we've only had a few major misfortunes: 1) We lost our backstay in the middle of the Indian Ocean when the bottle screw broke; 2) We lost our steering on the way from New Zealand to Niue when the chain broke; 3) We were knocked down by a huge wave off the coast of Venezuela; 4) We had to replace our engine in Singapore; 5) We

Shades of Errol Flynn — a swashbuckling Tristan is seen slicing a wide path with his sword at a costume party in Gomera, Canary Islands.



DENNIS MCMILLAN

have blown out our main, jib and spinnaker; and 6) We have been through three computers. The good thing is that none of us have suffered any harm. Our biggest medical problem was my brother Fraser came down with a mild case of malaria in New Guinea.

Some of our favorite places were Niue, Suwarrow, New Guinea and Australia. We consider a country nice when there is good fishing and diving, nice people, low prices, and easy cruising. Our fishing experiences around the world have been amazing. In Canada we caught salmon, which is delicious but gets monotonous. Tuna are found in all oceans of the world, and has been our most frequently caught species. Mahi mahi are beautiful to catch, but our favorite for eating is wahoo.

My best fish story doesn't involve a fish, but rather a 25-foot whale. About 800 miles northeast of Trinidad & Tobago, we were delighted to see two large minke whales. They didn't just surface and swim away, but came alongside and surfed our bow wave as though they were dolphins. It was the most amazing thing I have ever seen. When one of the whales came up behind us surfing the big swell, our fishing line suddenly went tight, so I grabbed it. It had a strong pull, but then went slack. I then pulled it in to find one of the hooks straightened out. I concluded that we'd briefly hooked the fin of the whale! After two hours of playing, the whales swam away into the depths of the Atlantic.

Our family has seen and done some amazing things in the past seven years. While in Egypt, we saw the pyramids, the Sphinx, the Temple of Karnak, and the Valley of the Kings and Queens. On our way to the Marquesas, we were as far from land as it's possible to get in the world. We saw the huge Komodo dragons in Indonesia. While at Suwarrow we dove with sharks, and while at Niue we swam with sea snakes. We hunted and ate fruit bats in New Guinea with a man from the Sepik River. We have crossed the international dateline and equator twice, and while in Indonesia we were able to anchor right on the equator and swim back and forth between the northern and southern hemispheres a few times.

Now that we are almost home — only 2,500 miles to go — there are a number



of things we are looking forward to. My Dad wants to be able to use his workshop; my Mom wants to have a bath; my 15-year-old brother wants his own personal space — and I want all three! I was six and my brother was eight when we started our trip, so we don't remember much about our home. But since we have a house with a yard on a lake, we're looking forward to it.

I've learned a lot in the past seven years. Everything from bargaining in the bazaars of Asia, to opening coconuts, to exotic fishing methods. I have also learned that people are pretty much the same all around the world — they only want to live ordinary lives, have enough food, and have friends. I'm glad to have done all the things we've done, because they will be with me for the rest of my life.

— tristan 4/15/03

Sanderling — Cabo Rico 38 John Anderton Hit By A Megayacht (Alameda)

I've just been involved in a collision with a 148-foot motoryacht!

Last December I left Trinidad to singlehanded my way up the islands of



BOTH PHOTOS COURTESY OF DELPHIS

Spread; 'Delphis' as seen in the Gulf of Aden headed for the Red Sea. Inset; the crews of 'Nordic', 'Delphis', and 'Maverick' gather in Morocco.

the Eastern Caribbean to Sint Maarten. On March 11, I left Simpson Bay Lagoon at the 0530 bridge opening in preparation for moseying back 'down island' to Bequia where a friend would join me for a three-week sail. Having anchored in Pelican Bay for the night, I left the next morning for what I expected would be a 20-mile sail to St. Barth.

Having been underway for about an hour, at 9:30 a.m. I went forward to the mast to shorten sail. At the time there was a large motor vessel approaching from the rear, but it was about 300 yards away and appeared to be crossing my transom. The next time I looked, however, he was just 20 feet off my port bow doing 15 knots as he crossed my bow! Since I was reefing my main with the jib backwinded, my boat was barely moving. Nonetheless, my bow hit the motoryacht about 10 feet back from its bow!

As I was under sail and he was motor-ing in unrestricted water, I had the right of way. That's a small consolation, of course, when sailing into what amounts to a brick wall. I was wearing my safety

harness, so I stayed with my boat. Although Sanderling's mast stayed up, things were confused at the bow of my boat, as the sails were only halfway up, parts of the rigging were broken, and there had clearly been damage to the bow of my boat. I lowered the staysail and, after verifying that no water was coming in, started the motor.

It took the big motoryacht about a mile to turn back to me, but the skipper immediately called the marina he'd just left to render assistance. Two young men from the marina soon boarded my boat to help me take her back to the marina. When I arrived at the marina, I was able to see that the bowsprit and about a foot of fiberglass on my bow had been sheared off, and there was a six-inch hole in the front of my boat. There was also damage to the headstay, roller furler, woodwork, and stainless steel. But thank God Cabo Rico makes a sturdy boat.

In any event, I'm all right, and the motoryacht has agreed it was their fault and will

pay all expenses. So here I am surviving another adventure. While we are waiting for bids and arrangements for my lodging during repairs, I'm staying at the most expensive marina in Sint Maarten, where the owners of the motoryacht will be picking up all my tabs for the restaurant/bar, swimming pool, Internet, and cable TV. The repairs are expected to take three to four weeks.

I've since met with the crew of the motoryacht, and we had a brief discussion about singlehandlers lying ahull keeping proper watch versus the helmsperson of a 175-ton motoryacht keeping proper watch. It appears that the motoryacht crew had been so intent on dialing in their autopilot to their computer charts and GPS that they didn't even know I was in the area until they heard the collision! I consider myself lucky that it was not worse.

—jon 3/15/03

Jon — We've made the Sint Maarten to St. Barth trip dozens of times and are a little shocked that the motoryacht didn't have a better lookout along that route. After all, it's darn near a nautical freeway with all the ferries, megayachts, charterboats, cruising boats, fishing boats, and smugglers travelling between the two islands. On the bright side, you now get to enjoy the high life at an upper end marina on someone else's tab. And don't worry about the money, as they could replace your boat and gear with new for what it costs to run their megayacht for just a week or two.

By the way, if, as we presume, FKG will be doing your metal work, make sure you stop by and say 'hi' to our buddy Shag Morton. For when it comes to characters of the Caribbean, Shag's near the top of the list. For even in that part of the world there are few guys who can sail as well, party as hard, or derive such glee from setting off fireworks as the nearing-50 Aussie. What's more, you should see him pole dance on megayachts of the rich and

If Anderton's Cabo Rico hadn't been hit by a megayacht, he would have had lunch in St. Barth — as sweet a place as we know on this planet.



CHANGES

famous on New Year's Eve in St. Barth. We never laughed so hard in our lives.

Siesta — CSY 44
Ed & Daisy Marill & Crew
Acapulco
(Marathon, Florida)

As we had been at anchor in Zihuatanejo from December 17 until March 6, it was very hard for us to say good-bye to such a beautiful place and leave so many cruising and Mexican friends. Zihua has, without a doubt, turned out to be our favorite place on the Pacific Coast of Mexico. We were now on our way to Florida with Richard and Kathy Cavannaugh as crew. We first met the couple last year in Mexico where they were cruising their beautiful catamaran *Out of Africa*.

As we were coming out of Zihuatanejo Bay, we were amazed to hear the crews of *Priceless* and *Serafin* on the VHF — for they were about 100 miles away just north of Acapulco. Thanks to the 'skip', they were coming in clear as a bell. We soon learned they were both going to bypass Acapulco — which we would soon find out was a real shame!

After an overnight passage that included several hours of glorious sailing, we arrived at the Acapulco Bay approach waypoint — 16°48.3N, 99°53.3W — where we were found ourselves facing a large, beautiful bay surrounded by green cliffs dotted with beautiful homes and a beach with a gazillion mega hotels. We left Isla Roqueta to port, and once inside the bay saw several sailboats at anchor in the pass between Isla Roqueta and the north end

Daisy and Ed of 'Siesta'. After several years in the Bay Area, a Ha-Ha, and some more time in Mexico, they're on their way home to Marathon.



of the point framing Acapulco Bay.

We veered to port, looking for the Acapulco Club de Yates area, which is tucked way into the northwest corner of the bay. We called them on 16 but were told that there was no room at their docks. As we approached the large dock area — full of megayachts Med-moored to the Club de Yates — we saw the PEMEX sign on the southernmost side. There is a marked channel leading into the breakwater and into the fuel dock. Although the cruising guides suggest calling and reserving a spot for fueling, other yachties on the VHF told us to proceed right to the dock if there was room. Which we did. The friendly attendant helped us with the fueling operation, where diesel was 4.88 pesos/liter.

While at the fuel dock, Edmundo, a man who had been mentioned to us by Tom and Joanne Collins of the Newport Beach-based *Misty Sea*, asked if we needed any services. Having just changed our oil, Edmundo furnished us with a large pail to get rid of our old oil. We gave him a nice tip. When we asked about a mooring, he told us that we could use any of many empty moorings directly across

The pool at the Acapulco YC, a tranquil oasis in the otherwise very beautiful — but very busy — Acapulco Bay.

from the yacht club's private docks. He said that the boats that own these moorings hardly use them during this time of year. He also advised that in the unlikely event that somebody approached us to ask for a modest payment, we should ask if they owned the mooring. The alternative to these moorings was anchoring in 60 feet of water — with short scope because of the other buoys around. By the way, we quickly learned that there's a nice breeze in Acapulco Bay that blows everyday starting in the morning.

The Club de Yates is not a marina per se, but rather a private club which extends docking and club privileges to boaters when they have room. Virtually all the boats are Med-moored, and there are a lot of them, many of them huge megayachts. For example, Larry Ellison's 192-ft *Ronin* was moored here. We'd previously seen *Ronin* in Zihuatanejo, where she had been at anchor for over a month.

Jose Maria Marquez greeted us at the Club de Yates office, where we paid \$25 a day for use of the dinghy dock, the beautiful pool, the clean air-conditioned showers, and the use of the club restaurant by



LATITUDE/RICHARD

the pool. We paid a total of \$150 U.S. for clearing into Acapulco and clearing out of Mexico — this included a late penalty since it was after 2 p.m. on Saturday. When we head south, we plan to anchor in one of the outer bays at Huatulco, wait for weather to cross the Tehuantepec, and only go into Puerto Madero — the last stop in Mexico — if there's an emergency or if we need fuel to get to Barillas, El Salvador. We're hoping to sail as much as possible, however.

Nearly across the way from the Club de Yates is the Acapulco Marina, sometimes referred to as La Marina. This marina was hard hit during the '97 hurricane, and many of the docks are in disrepair. Even so, they do have room for a few boats, and you can leave your dinghy there as well. *Tackless II* reports that Gilda will do your check in and out for free if you take a berth at La Marina.

From the Club de Yates, you can take a 40 peso — about \$4 U.S. — taxi to La Quebrada, where the cliff divers delighted us with their daring. You pay 25 pesos to walk down 300 steps to the place to view the dives, which go on day and night. We went to the 7:30 p.m. performance, and recommend that you get a spot on the wall about a half hour before the start. Don't

leave before the end of the show or you'll miss the dive from the very top of the wall.

We have enjoyed eating at the 100% Natural restaurant, and then busted our kitty with an unforgettable dinner at the El Olvido restaurant. When it comes to an idyllic setting and service, El Olvido has as good as we've experienced. We are grateful once again to *Misty Sea* for the recommendation. Taxi drivers know where the restaurant is on the southern end of the *malecon* just past a rotonda and near some bungee jumps. The newer southern area of Acapulco, the Diamante, is full of casinos and discotheques, and is as luxurious as you will find in any top beach resort.

The buses in Acapulco, some of which stop less than a block from the club, are not to be missed. Since each one is independently owned, they try a variety of ways in which to distinguish themselves. Some have colorful paint jobs based on landscapes or themes. They might also have fancy fluorescent lights and music — which may or may not be very loud. The trip along the *malecon* costs 3.5 pesos one way, and is well worth it. The buses marked Wal-Mart will take you all the way to the store at the southern end of the *malecon*. It's a great place for provisioning.

Last night we went to the bullfights. We got the cheap 130 peso seats in the sun, and watched four bulls die. It was a powerful educational experience. We're glad we went, but we won't be going back anytime soon.

As we prepare to leave Acapulco, we are glad we stopped here. It is a big city, with all of its advantages and disadvantages, and we leave with fine memories.

— ed, daisy, richard and kathy

Örnaerie — Rassy 31

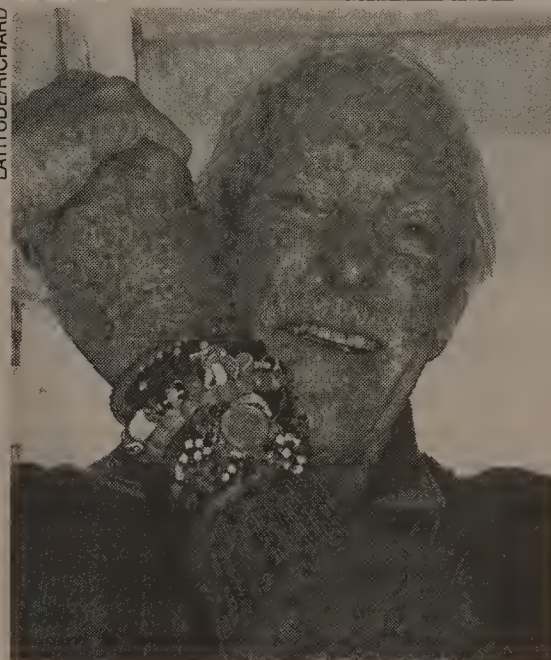
Ivan Rusch

Mayday In The English Channel
(Moss Landing)

Örnaerie and I left Nieuwpoort, Belgium, at noon on March 7 bound for the English ports of Dover, Portsmouth, and Falmouth. After that, my plan was to sail to La Coruña, Spain, then Gibraltar and the Mediterranean coast of Spain.

My grand plans came to a halt a few hours after we started when a Force 7-8 gale hit halfway to Dover. The steep chop resulted in Örnaerie pounding severely and her boatspeed to drop to almost nothing. Then I lost steering, and was adrift until I could get my emergency tiller rigged. By this time I decided to retreat to Belgium for repairs. Weather was not my only problem, as the English Channel is

LATITUDE/RICHARD



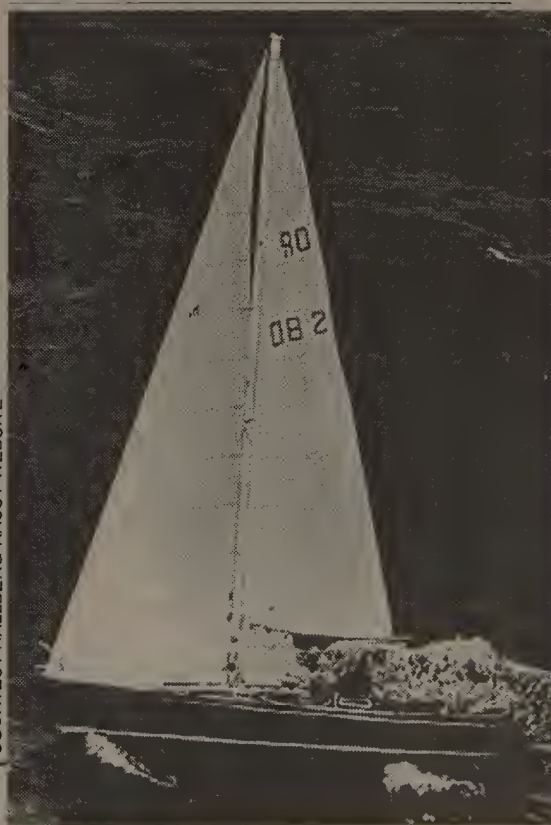
Ivan Rusch. When you've past your mid-70s, it's best to avoid full gale conditions in crowded waters such as the English Channel.

among the most trafficked shipping lanes in the world.

Just 20 miles from shelter at Zeebrugge, my port jib sheet end knot came open, allowing it to come out of the block, fall into the water, and wrap around the prop. So now I didn't even have my engine. I issued a mayday which was picked up by a nearby fishing trawler, which stood by and relayed my mayday to Coast Guard at Zeebrugge.

By the wee hours of Sunday, three rescue boats were on the scene — three because they'd been told I was either

Rusch's 'Örnaerie' was built by, owned and raced by Christoph Rassy in the '60s. Rassy teamed up with Harry Hallberg to found Hallberg-Rassy.



COURTESY HALLBERG-RASSY WEBSITE

CHANGES

singlehanded or had 10 people aboard. The first thing they wanted to know was whether or not I was alone. It seems that yachtsmen have been caught smuggling illegal aliens to the United Kingdom, as once they are ashore no identification is required and they are in a safe haven.

Örnaerie was taken in tow, during which time I got a little sleep. Three hours later I was awoken in the calm waters of Zebrugge Yacht Harbor. Once secure, I slept for another 16.5 hours. The harbor has since been flooded with reporters and well-wishers. The Belgian newspapers have been publishing photos of me and Örnaerie as well as the story of our rescue. One television crew spent three hours doing a story on me and I'll be on another station tonight.

I realize that I was very fortunate, as I was working with two inches of knowledge and 36 inches of luck. I now know that sailors shouldn't venture across the English Channel without a sufficient weather window. In any event, I will be repairing Örnaerie until about April, so she'll soon be stronger and more beautiful. I've got some problems with my sails, too. The main was damaged in the wind and my jib — as well as my hull — got big oils spots on them. The wreck of the car carrier that sunk in the English Channel after colliding with a freighter is still leaking oil, and it's not just the birds that are suffering. There are some incompetent captains on the bridges of many big ships passing through the English Channel. At least the damage to my boat is easily repairable.

I learned a lot from the experience, for out of even unpleasant experiences comes something positive. Anyway, the longer I hang around Belgium, the better the southbound weather will be.

— ivan 4/10/03

Readers — Many of you will recall that Rusch didn't learn to sail until his mid-

70s — after which he bought his sloop and sailed her down to Panama and across the Atlantic to Denmark. Despite the fact that Rusch had lost the use of his engine, a mayday — which is for situations in which lives are in immediate danger — was not appropriate. A regular call on 16 for assistance would have sufficed.

The photo of Örnaerie on the previous page is from the '50s when she was owned and raced by her builder, Christoph Rassy. Originally from Bavaria, Rassy had moved to Sweden with nothing but a bicycle and a desire to build ocean-going sailboats. He later joined forces with Karl Hallberg to create Hallberg-Rassy boats, one of the best known and respected brands in the world today.

Gypsy Warrior — Freya 39

Rick Gio

The Puddle Jump, S.F. Start
(Sebastapol)

As I write this, me and my crew of Randy and Jan Grant are becalmed at 22°56'N, 125°17'W — or about 850 miles west of Cabo San Lucas. We didn't join the Puddle Jump until April 8, and unlike most folks we started from San Francisco rather than Mexico. We had perfect sailing the first two days out of San Francisco, broadreaching in northwest winds and sailing in the sevens. Then a low pressure system hit us from the north, and we had even more fun under screaming winds and mountainous seas. As we came out of the low pressure system and into the northeast trades four days later, we had an interesting early morning.

While half asleep in my bunk during the early stages of my off watch, I had recurring dreams of smelling the shore and seaweed. At 0730, after using the head and just before diving into my bunk, I saw, in the half light of dawn, a peculiar shape on the floor of the main salon next to my bunk. It turned out to be a flying fish, about 10 inches long. It had apparently followed the ILS approach, under the dodger, through the main hatch, and touched down on the galley sole, ending up in the 'hanger' next to my bunk. What a landing! Unfortunately, it was his last. I took a round of the decks to look for any of his kamikaze brethren, but found no other brave souls. The three of us on the boat are all private pilots, so we held a ceremony in appreciation of the fish's



flying skills before committing him to the deep.

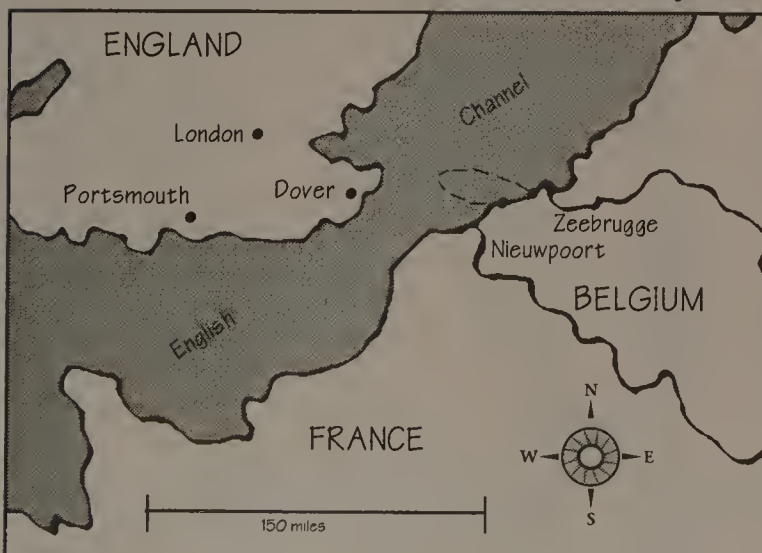
One of the nice things about our passage is the self-run Puddle Jumpers' Net, which has been a great source of camaraderie and information. This is true even though we are the tail end Charlie, with most other boats near the equator.

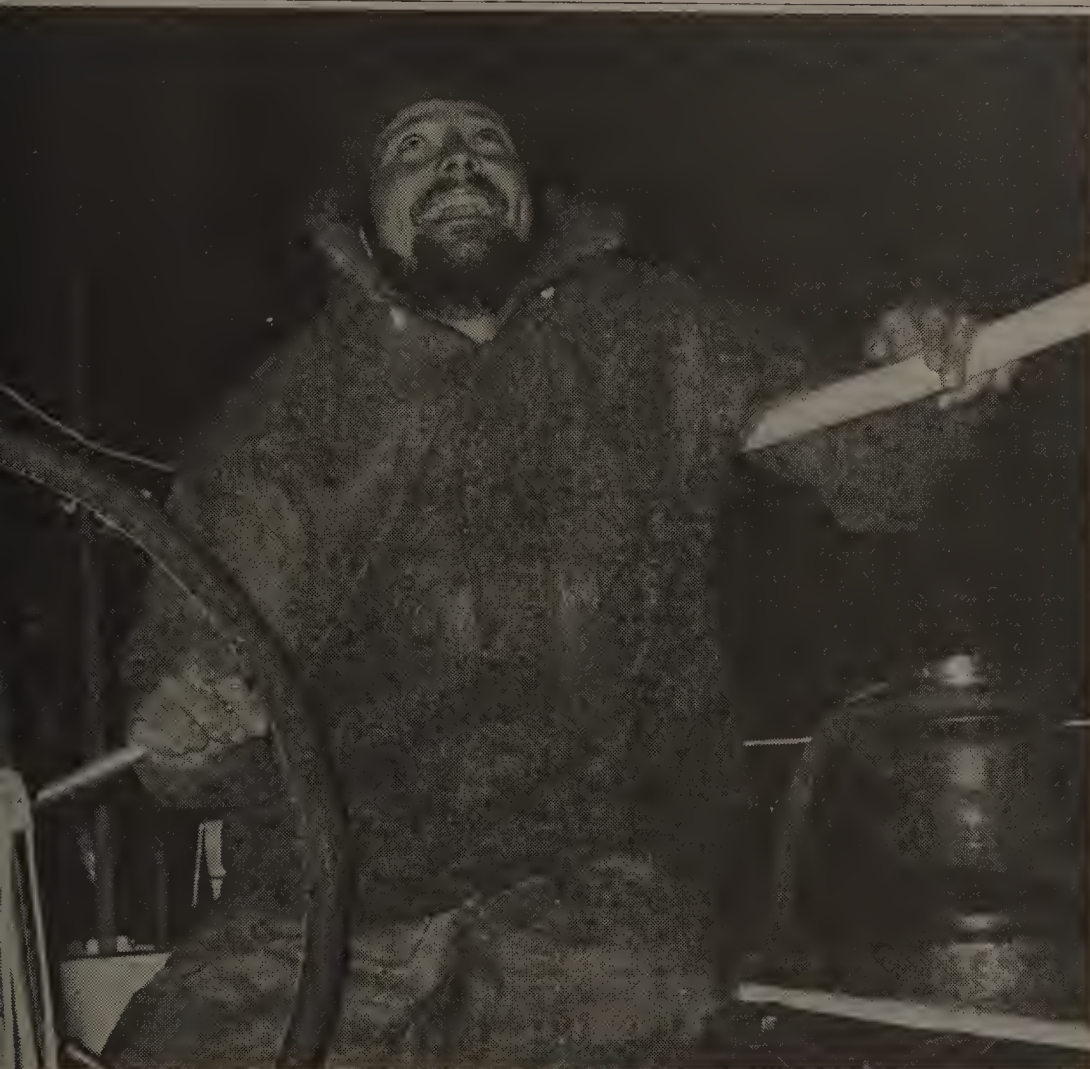
By the way, we had no trouble getting 90-day visas for French Polynesia. Jan simply went to the French Consulate on Bush Street in San Francisco and — with an application downloaded from their website, and all the other requested information — got all three of us 90-day visas in about an hour. Anthony, a member of the Consulate staff, was a big help. In fact, the biggest problem Jan had in getting the visas was finding her car in the parking labyrinth without the aid of a GPS.

A puff of air has just come down the main hatch, and I think the wind is filling in from the northeast. It's time for us to go on deck, trim sails, and reset our windvane 'Monty'. May you always sail faster than your garbage!

— rick 4/16/03

Readers — Rick raced with us to La





LATITUDE/RICHARD

If we're not mistaken, Rick Gio's first long distance ocean passage was aboard another Freya 39, Latitude's 'Contrary to Ordinary' back in '83. Paz in the early '80s when we had a Freya 39. He's had his own Freya for over 20 years, having raced and cruised her to Hawaii and Mexico numerous times.

**Felicity — Tashiba 31
Ken Machtley & Cathy Seigsmund
Enjoying New Zealand
(Seattle)**

Kia Ora from New Zealand! It's been quite a long time since we've written an update, so we figured we should let our friends know how we've been doing down here before we leave this great country.

Our activities since we last wrote include being volunteers for the Louis Vuitton Cup (which was the Challenger series for the America's Cup), touring New Zealand with our moms, crewing with our friends Jan and Signe Twardowski aboard their Sundeer 64 *Raven* on their passage from Tonga to New Zealand, Christmas, and two more trips to South Island with visiting friends. Add in the excitement of the America's Cup, the opportunity to catch up with other cruisers who left us here during the winter to visit the trop-

ics, and some major work to *Felicity*, and there's been a lot going on. In fact, for photos and journal entries on all of this, see the Journal section of our website at www.svfelicity.com.

Work on *Felicity* is progressing, and she now sports a new dodger, bimini, sun awnings, and interior upholstery. We've made a list of the most critical jobs to finish before departing New Zealand, and as of today it's up to 97 items. If this is like when we left Seattle, when one item is completed and taken off the list, we'll think of another item to add on. Major projects include rebedding various fittings to keep the boat watertight, adding a sink pump-out and new galley faucet, re-plumbing our head — toilet lines, yuck! — painting the bottom, and . . . well, lots of stuff.

Our plans are to finish our projects and possibly do some local cruising over the next

month or so. Cath's birthday is on June 3, and since she doesn't want to be on passage that day, it means we'll either leave New Zealand in early May or sometime between June 4-30. Our plan is to head to Fiji for the first two or three months, then head to New Caledonia for two to four weeks, then to Vanuatu for at least two months. We're most excited about the opportunity to visit Vanuatu, as many of the islands are quite remote and are not often visited by typical tourists. Come mid-October, we'll start looking for a weather window to Australia, and hopefully be berthed in Mooloolaba — 90 minutes north of Brisbane — by mid-November. Like all good cruising plans, this is open to change.

— ken and cathy 4/01/03

**Mystery Tramp — Roberts 44
Travis Burke & Emily Hansen
The Ocean Is A Woman
(San Francisco)**

Travis is a cruiser, boatbuilder, avid fisherman, and singer/songwriter. This spring he made his debut as a recording artist with the release of *The Ocean is a Woman*. His songs were inspired by his first year of cruising. I think he'll have you sipping *cervezas* and humming along as he takes you south of the border with his fresh blend of country rock served with a dose of sea salt and a squeeze of lime.

A California native, Travis hasn't followed a narrow path. He was a structural iron worker, helping raise skyscrapers such as the 75-story Library Tower in Los Angeles. Leaving the high rises for the *Travis seems to have both the motivation and skills to be a renaissance man. Creating music and performing are two of his current passions.*



EMILY HANSEN

CHANGES

high seas, he traveled to Southeast Alaska to fish commercially. He later found himself living the life of an ex-pat in Costa Rica, running his own kayak expedition outfit. While there, he met a cruiser who had built his own steel boat. Inspired to do the same, Travis returned to California, where he met his mermaid, Emily Hansen, a photographer and aspiring writer. Together they built their 44-ft Bruce Roberts cutter at Harris Yacht Harbor in Bay Point. From there they sailed down from the Delta to San Francisco Bay, then out the Gate where they turned left.

Cruising has given Travis and Emily the opportunity to explore their love of making music and art. He began writing about the people they met and his impressions of the cruising life, while she took photos and hula-hooped as they sailed south to Baja. After their first year — during which time Travis performed at the local bars, beaches and boats in Baja, as

Catch of the day! While boyfriend Travis works on his music, Emily hones her writing and photography skills. She's also killer w/ a hula hoop.

well as Loreto Fest — the couple returned to Northern California to create *The Ocean is a Woman* CD.

The CD is a collection of Travis's original songs, including *Chasing a Dream*, an anthem for the cruisers lifestyle; *Two More Cervezas*, a rockin' tale of freedom found; and *Naked Canadian*, a humorous true story with an uplifting bluegrass beat. Also on the enhanced CD is *A Visual Voyage* by Emily, which is a digital photo slideshow comprised of 62 photos, each with a description. *A Visual Voyage* depicts the couple's first year as cruisers.

With the March 2003 release of *The Ocean is a Woman* on their own Mystery Tramp Records label, Travis and Emily returned to full time cruising and are currently in the Sea of Cortez. Travis will be performing at the upcoming May 2003 Loreto Fest in Puerto Escondido, while Emily will be in charge of the entertainment committee. *The Ocean is a Woman* CD is available now at www.mysterytramp.com.

— emily 4/01/03

Alisio — Lapworth 40

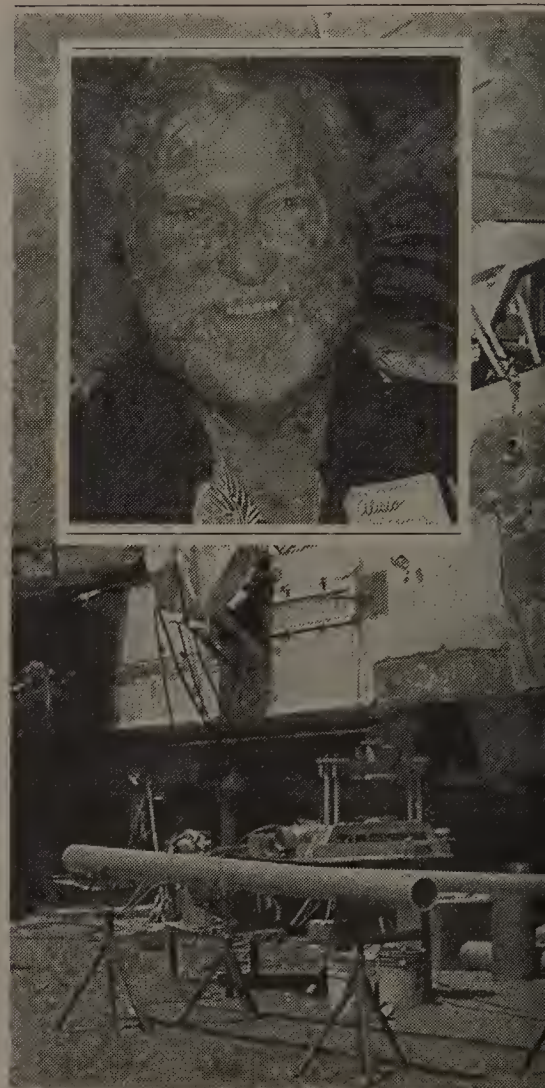
Ron Martin

How My Boat Was Really Lost (Sausalito)

I was included in last April's Puddle Jumpers article, but as a lot of people know by now, I lost my beloved *Alisio* in the Hawaiian Islands. I have received many emails expressing condolences from people who have heard about my misfortune through the Southbound and Amigo Nets or other grapevines. While I warmly appreciate these messages, I have noticed that some contain inaccuracies about what really happened. Herewith is my account:

I left Wahiawa Cove on Kauai — one mile east of Port Allan — on the morning of March 10 bound for Manele Harbor on Lanai, an upwind passage of about 200 miles. As had been the case since early February, I was singlehanding. There was absolutely no wind, so I motored the entire distance over a period of 33 hours in a flat calm. The entire first night I was off the busy waters of Oahu, which prevented me from getting much sleep. At daybreak I was abeam of Waikiki. I thought about going in to get some rest, but the unusually calm conditions offered an excellent opportunity for me to push eastward.

As I ultimately approached Lanai, I calculated that it was going to be tight whether I would be able to make it there before dark. As I pressed on to Manele, I also programmed my GPS for an alternative harbor on the south coast of Lanai.



As I got closer, I decided to increase the rpms and go for Manele. I made it just before dark, but the inner harbor seemed too tight for me to maneuver in and Medtie alone, so I opted to go to the outside anchorage. I dropped the hook in 12 feet of water outside the harbor entrance, where my boat rode very comfortably through the night.

I awoke around 6:30 a.m., enjoyed a long morning coffee in the cockpit, and then got ready to pay a visit to the harbormaster. During my onboard shower, *Alisio* began banging into the rocks. Rushing on deck, I tried to pull her into deeper water with the windlass. When that failed, I tried to power off with the engine. It quickly became apparent that my boat was trapped inside the rocks.

I got a line to a large RIB that was heading out of the harbor, but the operator gave up after a couple of unsuccessful tugs. He yelled over that he had to pick up some daytrip passengers. By this time there were some other people in the water trying to help, and they got a line from one of the large day-trip catamarans to me, which I then attached to my main halyard. I thought the cat operator was going to try to crab me off, but his plan was

COURTESY MYSTERY TRAMP





LATITUDE/RICHARD

To err is human. Inset; Ron Martin lost his beloved Lapworth 40 'Alisio' while at anchor on Lanai. Spread; This mighty aluminum motoryacht was totalled on the rocks not far from Cabo after the skipper went below to deal with a bout of turista — while leaving the engine in gear and the autopilot driving the boat toward shore. Bought for salvage, she's being lengthened and totally rebuilt in Cabo.

just to swing *Alisio* stern to the sea. Unfortunately, by this time she was on her port side and taking on lots of water. In such shallow water that she was no longer in danger of sinking, her fate was sealed.

It took only 45 minutes from *Alisio*'s first bang on the rocks to her being aground on her side with a big hole in her hull.

My first mistake was not going into the alternate harbor, which would have left me with a safe margin of daylight to get properly settled for the night. Instead, I arrived at a new harbor right at dark, and was dog tired to boot. The combination caused me to misread the cruising guide and anchor in the wrong place. Secondly, I put out 90 feet of chain, which turned out to be too much. It was fine until the tide went down and waves came up in the shallow water, pushing *Alisio* toward shore. When she got to the end of her chain, she was in much too shallow water. Not checking the depth and looking over the side in the morning were additional errors. After that, I'll leave it to be

God's choice.

I did issue a mayday and spoke briefly to the Coast Guard, but by that time it was too late for them to help. More than anything, it resulted in some lieutenant later badgering me over the harbormaster's cell phone about my responsibility to get the one gas jug and six diesel jugs off the boat so I wouldn't be subject to heavy fines. He also informed me about my additional responsibility — with the threat of more fines — in getting what was left of my boat out of what was an environmentally protected area. I was given this information while in the first stages of shock at watching my lovely boat — which was my nest egg and way of life — die on the beach. I had no hull coverage on her.

Fortunately, it was at this time that Harbormaster Sherry Menze took over. She let me sleep on her small sailboat, washed and folded four loads of my laundry, fed me for three days, made her cell phone available to me, made all sorts of arrangements — and introduced me to Pat Ross of Sea Engineering. Ross happened to be there with a salvage barge to dredge

the harbor. He sent two divers over to check out my boat, and they reported there was a 3 x 5 foot hole in her port side — with a huge rock stuck in it. I hired his two divers to help get as much gear off the boat as possible before dark. They worked like maniacs, and we salvaged lots of gear. Fortunately, most of the electronics were high and dry on the starboard side. A high tide that night pushed *Alisio* broadside to and higher up on the beach — butting up against a keel, which is all that remained from a boat that suffered a similar fate less than a year before. I was then able to walk aboard without getting my feet wet, and for the next two days proceeded to take off more gear and personal effects.

Sherry and a few other locals helped me carry this heavy gear 100 yards down a boulder-strewn beach to the road. She also allowed me to sort the gear out on the lawn behind her office, while Terry, her cohort, built a shed to store it all in until I could get it transported to Oahu. As harbormasters go, they don't come any better or more helpful than Sherry Menze, who is a sailor herself and therefore has the understanding needed for the job. More importantly, Sherry has a very large heart.

Fortunately, I did have liability insurance, and Sea Engineering was hired to dispose of my boat. Yes, "dispose" of my boat. I did not stick around to witness it. Ross later told me that it was ugly, but he spared me the details. I was offered a picture of *Alisio* on the beach, but declined. I can assure you that I have the mental image of it in my mind's eye constantly, and I'm sure it won't go away for a long time.

Will I get another boat and go back out again? I would love to, but I probably won't. Money is one problem. In addition, I don't think I have the energy to prepare another boat — and 'camping out' on a bare bones boat is not my style. Meanwhile, I am staying with my son here in the islands, spoiling the grandbabies.

— ron 4/15/03

Ron — We can't express how sorry we are about your misfortune. But perhaps your 'lessons learned' will help keep another mariner from a similar fate.

**Elsewhere — Cabo Rico 38
Matt Johnston
Bahia del Sol, El Salvador
(San Francisco)**

Before writing this letter, I had to verify that *Chewbacca* was ever really here at Bahia del Sol, El Salvador, because their report in the March *Changes* was so mis-

CHANGES

leading. Not only is there good grocery shopping, but it's a good place to do a major provisioning — and you don't need to rent a car to do it.

The preferred method is to hop on a bus right in front of the hotel and go to Zacatecoluca. This may take a little over an hour each way, but it's an interesting trip through the real Central America. The bus stops right out in front of the Despansary Don Juan, which is a clean and large American-style grocery store with many American products. They have just about everything you will find at your local Albertson's in the States. They also have wonderful meats, including everything from steaks to cold cuts. You can feel free to load up your cart, because if you spend more than \$100, the store will deliver you and your groceries — free of charge — all the way back to the launch ramp at Bahia del Sol. If you don't need \$100 worth of food, you can buddy up with another boat to get the service. Cruisers have done this again and again over the last year.

The little shops within walking distance of the hotel are kind of hit and miss, as should be expected. However, you can depend on getting potatoes, eggs, and some veggies at the little stores and the *pupusaria* just down the street. The *pupusa* is the national dish of El Salvador, not the hot dog as *Chewbacca* claimed. It is true that the meat in *Herradura* is less than wonderful, but you can get sealed cold cuts, hot dogs, and frozen chickens there that are all acceptable. As for the vendors spraying Raid on the fruits and veggies to keep the bugs away, I don't think so!

It is a long bus ride from Bahia del Sol to San Salvador, but anything and everything is available in the capital. They have shopping malls that equal any you have

In order to be considered a good place to provision, a place ought to have a selection of fruits and veggies such as this — at low prices.



ever seen in the States, both in size and quality. And almost any kind of service is also available. While anchored in Bahia del Sol, I have had a new stainless steel fuel tank fabricated, and on another occasion I had my engine block re-sleeved at a shop in San Salvador. Jose will be your personal chauffeur for a day in San Salvador for \$35, and he is happy to take a second couple for the same price. After spending \$60 at Puerto Escondido, Baja, to go in to Loreto to check in, we thought this was a good deal. At Bahia del Sol, you check in right on the premises.

Like other cruisers here, I have been depending on water made right here in the *estero* by my Spectra watermaker. I do only run it within an hour on either side of high tide, so I am limited to two hours at a shot. If you need to supplement your fresh water supply, the usual five gallon bottles of purified water are now available at the dock for \$2 U.S. Actually, the water on the dock is not all that bad. There are no bacterial problems, it's just a little high in salt content. Quite a few cruisers put it right into their tanks, although we chose not to.

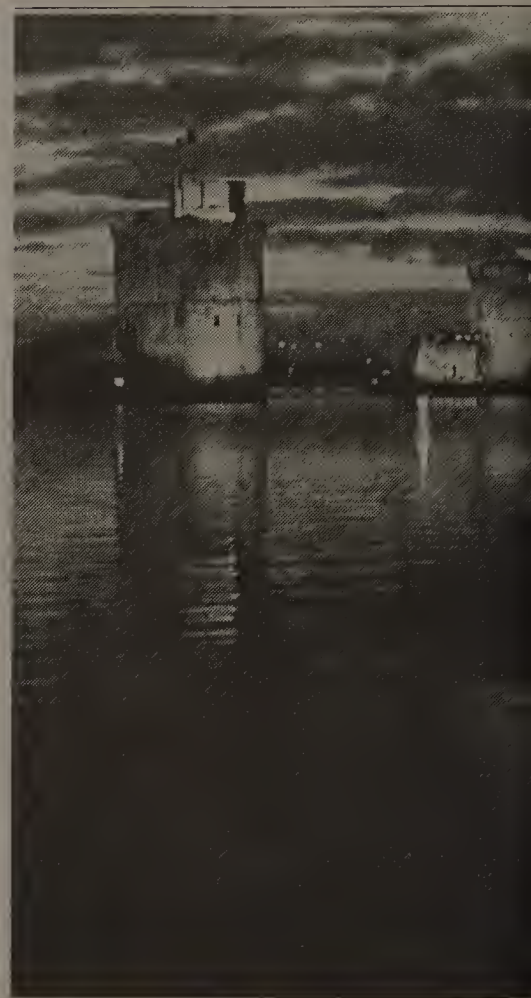
It is amazing how differently folks view the same spot. *Chewbacca* has repeatedly written negative articles about Bahia del Sol, and the cruisers who have been here for a long time are puzzled by it. While here, the Winship family seemed to enjoy the place immensely, and Bruce was heard to chortle that he was living in this wonderful place while spending less than \$3 a day. Most cruisers who have come here love the place and aren't traumatized by crossing the bar.

I have been here a long time and have become an advocate of Bahia del Sol, but I think the place certainly justifies it. It's been a very good place for me and a terrific place to spend some time.

Update: I've just learned that Despansary Don Juan no longer offers free delivery to Bahia del Sol.

— matt 4/10/03

Matt — We think you're being overly defensive about this. Both you and Chewbacca seem to agree that there are well-stocked stores if you're willing to make a two or three-hour roundtrip to the city. We think most cruisers would agree that a place that requires so



much travelling for a good selection of food could not be considered a great place to provision. It doesn't mean that it's not a terrific place, just that it's not a terrific place to provision. But that's not a big deal, as many of the greatest cruising areas in the world are similarly poor places to provision — such as most of the Sea of Cortez, Tenacatita Bay and Chemela on mainland Mexico, most of the South Pacific, the San Blas Islands, all of the offshore islands of Venezuela, almost all of the Caribbean except Puerto Rico, all of the Bahamas, and so forth.

Cruise Notes:

No more **domestic despachos** for Mexico? When we arrived in Cabo at the beginning of April, we heard some very intriguing news. According to Enrique Fernandez — General Manager of the Cabo Isle Marina, and a person who has long been tuned in to what's happening in Mexico City — Mexico's version of our House of Representatives has passed legislation that would eliminate visiting yachts from having to repeatedly check in and out with port captains and immigration. Boats would still have to check in once when arriving in Mexico, and once before leaving Mexico — but not when just moving from port to port inside the country. Before anyone breaks out the biggest



SPREAD, RICK FLEISCHMAN; INSET, LATITUDE/RICHARD

Spread; La Rochelle is lovely place to pick up a new yacht. Inset; The ruggedly beautiful north coast of Mallorca in Spain's Balearic Islands.

bottles of the best tequila, Fernandez cautioned that the legislation would have to pass Mexico's version of our Senate before it became law. If and when that might happen is not clear. In addition, it's presumed that a new scheme might involve cruisers having to purchase a cruising permit, and there's no idea what that might cost. Compared to the current situation — which is a tremendous waste of everyone's time and money — almost any change would be a tremendous improvement.

"Our most recent trip to our new boat on the Atlantic coast of France was much better than the first," advise Ken and Nancy Burnap of the Santa Cruz-based Amel Super Maramu 53 **Notre Vie**. "We had a couple of hours between connections in Paris, so we enjoyed a sidewalk lunch at a bistro. We finally made it back to our boat at 6 p.m. — just in time for an early dinner and a solid 10 hours of sleep. But we didn't suffer from jet lag — maybe it was the 'No Jet Lag' pills Nancy found in a Santa Cruz health food store — and were able to start up the next morning bright-eyed and bushy-tailed. Anyway, Nancy's son Tommy and his girlfriend will be here on the 17th, so we hope to take

off for points south on the 19th. There are a number of places we want to see along the coast of Portugal, and we hope to travel up the Guadalquivir River to Seville, Spain, by May 6 to drop the kids off. From then on we'll be on our own and not anxious to make many overnight passages. We intend to stop in Gibraltar around the 10th, then bounce along Spain's Costa del Sol for a week or so before setting out for the Balearic Islands. After a week of island-hopping in that area, we'll head north to the South of France. By the way, we've had some very pleasant weather so far. Two of the days were rainy and cool, but all the rest have been sunny and warm. We went sailing yesterday and it was positively tropical, with Nancy in shorts and Ken wearing a T-shirt."

The Atlantic coast of France, Portugal, Gibraltar, the Costa del Sol, the Balearic Islands, and the South of France — does Ken and Nancy's itinerary make you as green with envy as it does us? Our only advice to them is **not to rush** — particularly not through Mallorca in the Balearics — where there are many great inland daytrips to be enjoyed while the boat is anchored in places such

as Andratx or Sóller.

While the Burnaps were in La Rochelle, we wonder if they didn't bump into Rick Fleischman, who spends the summer running Sound Sailing crewed charters in Southeast Alaska aboard his Catalina 50 **Bob**. He writes, "It's February, which makes it the off-season for my Sound Sailing charters, so I'm currently skipping the new 52-foot Amel ketch **Andrea B.** from La Rochelle to the Canary Islands and then Guadeloupe in the Caribbean. The owner is aboard, but has me along because he doesn't have that much offshore experience. I spent 10 days in La Rochelle taking delivery of the boat, as it took awhile to get all the systems down — **Andrea B.** has just about everything you could put on a boat: electric winches, electric furling and windlass, air conditioning, two freezers and a refrigerator, dishwasher, clothes washer, water-maker, generator, radar, two autopilots, chart plotter, and so forth and so on. It's complicated, of course, as 12-volt DC, 24-volt DC, and 220-volt AC systems try to co-exist with our North American 110-volt appliances. The boat has four watertight compartments — as well as a crash bow and a crash keel — so she's a very strong boat designed for ocean cruising."

Hampered by strong winds in the Bay of Biscay that had the five-person crew lined up on the rail puking, followed by light winds in an area of high pressure, the **Andrea B.** made it to the Canary Islands in 14 days. It took her another 19 days in lighter than expected winds to make the 2,750-mile crossing to Guadeloupe. Fleischmann advises that the second leg of the voyage — with its more consistent warm winds from aft — was more enjoyable than the first leg.

We made our first visit of the year to **Catalina** during mid-April to find that the **Not much changes at Catalina over the years — except the prices for moorings and shoreboat services. Showers are still a bargain.**



CHANGES

sky was gray, the island was green, and Avalon had a mere 2,300 visitors. Things change slowly at the island — except, it would seem, for the cost of moorings and shoreboat rides. Last year we paid \$36/night for a 63-ft mooring, but this year it's \$42 — and we're told that the fees are likely to be raised again in July. Ouch! Hasn't the news reached the island it's no longer the late '90s and most businesses are trying to hold the line on prices? In terms of percentages, the jump in mooring fees is nothing compared to the jump in shoreboat fees — which have catapulted from \$3/person each way to \$4/person each way. And that doesn't even include a tip for the mostly very friendly boat operators. So if a family of four were to use the shoreboat to go ashore three times a day, they would end up . . . well, in the poorhouse. So make sure your dinghy is ready to go before you head over to Catalina.

"We are sitting at Barillas Marina Club, 10 miles upriver from the coast of El Salvador and 50 miles from our next destination, the Gulf of Fonseca," report John and Susan Pazera of the South San Francisco-based Tayana 42 *Compañia*. "We're



COURTESY MARINA BARILLAS

An aerial shot of the estuary anchorage at Marina Barillas in El Salvador. It's one of the reasons Central America has become so popular.

here with two other Tayanas — *Journey*, a Tayana 37 with Curt and Becky Buchanan from Portland; and *El Regalo*, a Tayana 52, with Charles and Teresa Wilsdorf from Las Vegas. We all did the

2001 Ha-Ha, and we've been buddyboating since Huatulco, Mexico. Today we went into the nearby jungle and saw some incredible monkeys. Now I'm sitting under a *palapa*, complete with Internet hookup, overlooking the swimming pool, with *Compañia* tied to a nearby mooring for \$8/night. We've been inland to San Salvador, and also to visit some Mayan ruins. It's a pretty awesome country, mostly sugar cane fields and cocoa plantations, but with volcanos visible in almost all directions. Although El Salvador is a very poor country — 85% live in poverty and the average wage is \$134/month — it's now free and the people are very friendly. Not many *gringos* visit, so we get lots of stares, but we're glad to have come before hordes of tourists. Having been to Guatemala and now here, we wish we'd come to Central America soon, as it's both beautiful and unspoiled."

"We're part of the Puddle Jump — again — but are starting a lot further south than most others," report Brent and Susan Lowe of the Walnut Creek-based Royal Passport 47 *Akauahelo*. "In the next couple of days we'll leave Panama for Ec-



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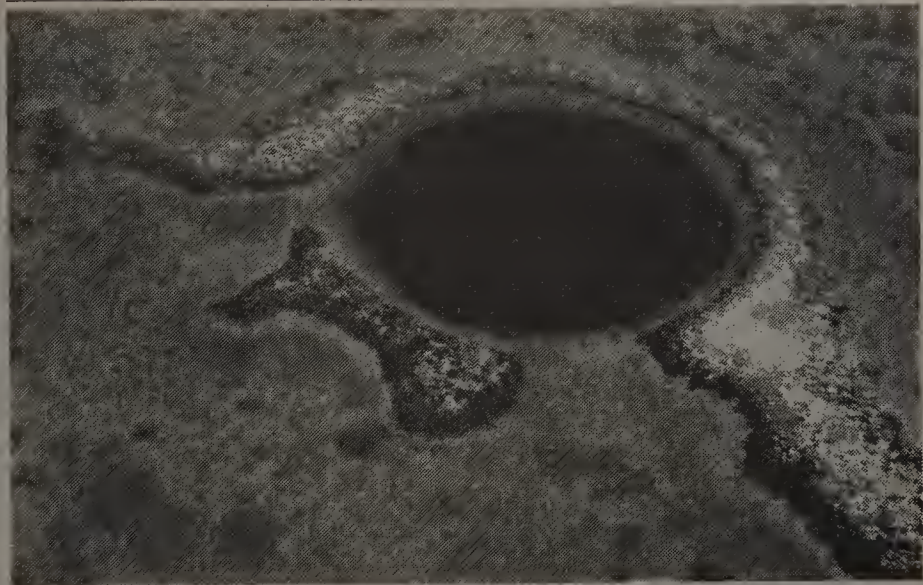
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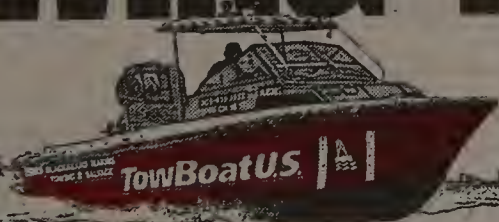
today, and I'm hoping my buns don't peel. While I was sitting, we moved on down to the Sapodilla Cays, which are the southernmost four miles of Belize's 350-mile long Barrier Reef that we plan to explore. Clouds began rolling in late in the afternoon, and the temperature dropped to a comfy 82 degrees. Around dinnertime the wind shut down, leaving the surface of

"Even in 'paradise' you can have some little problems," reports Bernard Slabeck of San Francisco, who is crewing aboard Jerry Lombard's Lagoon 38 catamaran **Beyond Reason** in Belize. "Yesterday we snorkeled over the reef around Seal Cay. The water was warm and visibility was in excess of 100 feet, so we thought that we'd found another slice of paradise. Alas, my pie had a little bit of bad crust. I assumed that after a month down here, my buns had become seasoned enough for me to snorkel in the buff. Mesmerized by the incredible beauty of the reef, I lost track of time and got quite a burn. It's no fun sitting down



Ecuador, the Galapagos, and then the Marquesas. We say we'll become part of the Puddle Jump 'again' because in January of 2002 we left Mexico on a fast track, thinking we'd sweep through Central America and the Galapagos before joining that year's Jumpers in the Marquesas. But after we discovered how great the cruising is in Central America, we had to postpone our trip across the Pacific. There are great anchorages, beautiful jungles, and much less hassles than in Mexico. So we stayed for two seasons, and summered in Ecuador where — unlike Central America — there is no rain or lightning. The officials in Central America have come up with an interesting concept — you check into a country, cruise around it anywhere you want for a few months, then check out. You don't have to check in every time you move a few miles as in Mexico. And here in Panama, most cruisers don't even check into the country for the first few months. As long as you're 'underway' toward Balboa, it's fine with the officials. Another thing that's nicer than Mexico is that the fees aren't too high."


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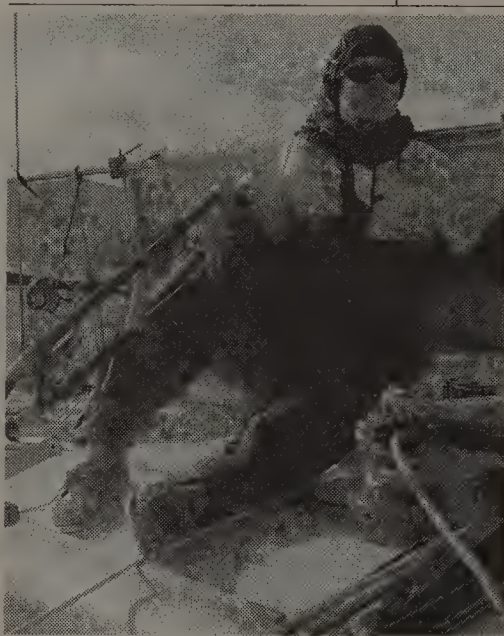
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the Caribbean perfectly flat and the water crystal clear. As it became semi dark, it was eerie to look overboard, as we couldn't see the water. It appeared that the catamaran was just hovering eight feet above the sand and grass bottom! After what looked to be a three-foot barracuda meandered by, the clouds opened up and washed off the boat. We ran forward to the tramp with our salty clothes for a free freshwater rinse. Life was good, as it rained buckets with absolutely no wind for 15 minutes."

"Sometimes *Latitudes* are hard to come by in the South Pacific, so we just finished reading about the controversy of your cover photo of a lovely young girl," writes Fred Roswold of the Seattle-based *Serendipity 43 Wings* — currently in Scarborough, Queensland, Australia. "Anyway, the woman at the helm of *Serendipity* in the accompanying photo is Judy Jensen, the most beautiful woman I know. It's hard to believe from the way she's dressed, but the photo really was taken in the South Pacific."

"I'm sure you know about the 'protected area' near Loreto in the Sea of Cortez," writes Mary Shroyer of *Marina*



FRED ROSWOLD

More than skin deep. Fred Roswold thinks that Judy Jensen — seen here all bundled up while driving the Serendipity 43 'Wings' in the South Pacific — looks more than just good.

de La Paz, "but I'm not sure if you've heard that all the islands in the **Sea of Cortez** have been declared an "Area de Proteccion de Flora y Fauna. As such, a 20 peso — about \$2 U.S. — person/day

charge has been instituted for the "use and enjoyment" of the islands. While the regulations and fees were primarily established for kayak groups, campers, and others who spend the night on the islands, the fee is to be levied on everyone who steps ashore — cruisers included. The government authorized the fee on January 1, but it hasn't been enforced until now because they didn't have the means. Now they have the means for at least minimal enforcement. Proof that fees have been paid will be in the form of *brazaletes* — wristbands — which will be issued when one pays the fee. So, for example, when a cruiser pulls out of La Paz heading north, and plans to spend two days at Isla Partida, one at Isla San Francisco, one at Isla San Jose, and one at Isla Monserrat before putting in at Puerto Escondido, he/she would need to purchase five *brazaletes* per person — for a total of about \$10 U.S. per person — prior to leaving La Paz. By the way, forget about taking a dog to shore for a run or a poop — dogs are no longer allowed on the islands at all.

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empt from the fee, as well as residents — which includes foreigners who have FM2 or FM3 status showing a local address," Shroyer continues. "The fees for the *brazaletes* can be paid in La Paz or Loreto. Here in La Paz, they can be paid at the regional office — which means you don't have to run off to a bank to get a receipt first as with clearance papers. The *brazaletes* will probably also be available from the kayak companies, the tour operators, and maybe even here at the marina for our clients — although it's not something we're anxious to get involved in. Although the *brazaletes* should be dated, they won't be in the hope that an honor system will work. The government is trying to be reasonable with cruisers, understanding that weather and other factors don't allow mariners to travel a specific route at a specific time. If a patrol shows up and people ashore don't have *brazaletes*, the patrol will sell them rather than issue fines — at least for the time being."

If the fees for visiting the islands were to remain low, and were truly used for the preservation of the island environ-

ment, weather and altitude wouldn't have a problem with them. Unfortunately, clear and consistent prices and policies have never been the norm in Mexico — as the following letter demonstrates.

"When we left Marina de La Paz last month,

Mary Shroyer of *Wanderlust* just posted a travel notice with regulations for the island group, including the 20 peso per person per day charge," reports Monty of the Durango/San Carlos Travel Agency. "Fortunately, there was still a sign for just anchoring at the islands, now up at Puerto Escondido, with a sign proclaiming that the islands

are under the protection of the Mexican government. This is a beach on Espiritu Santo.

(\$5 U.S.) person/day fee — and a fee for going ashore at the islands. There are apparently also due if you scuba dive, sail, kayak, or fish."

John Mohrs also report there are other fees at Puerto Escondido: "You can buy measured amounts of potable water for \$2 U.S. for 200 liters, or \$3 for up to 500 liters. They also take gar-

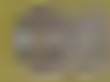
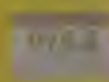
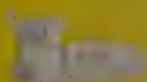
Tip of the Month: The largest contributing factor to water in fuel is faulty deck fill O-rings.

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bage at \$1 U.S. for a big bag. The next trash drop going north is Concepcion Bay, while to the south it's Evaristo. With this in mind, it would be nice if cruisers stopped burning their trash out on the islands and on the Baja beaches. At every stop we made, we found burned cruiser — not fishermen — trash. Cruisers need to remember that one match does not make the trash invisible, and cans and bottles don't burn."

We completely agree with the Mohrs on the the matter of **trash**. When we sailed up to the islands in the Sea of Cortez 18 months ago, we were dismayed to find many charred piles of rubbish left by cruisers who didn't seem to think it was worth a slight effort to leave a pristine area the way they found it. What are these people thinking? We were hoping to use *Profligate* for a big cruiser trash clean-up at the islands of the Sea of Cortez this year. Unfortunately, the scheduling didn't work out. Nonetheless, we think that now more than ever it's incumbent upon all cruisers in the Sea of Cortez to clean up all the old piles of cruiser crap and dispose of it properly. For if we cruisers aren't going to be proactive about keeping



LATITUDE/RICHARD

It's hard to believe, but this pile of burned cruiser crap was left just a few yards from the pristine beach at Isla San Francisco. Disgusting!

Mexico's national parks pristine, we'll soon find that we won't be able to visit them at all — no matter how much we're willing to pay. So can somebody please explain what's the obstacle — other than

sheer laziness on the part of cruisers — to putting together a **Sea of Cortez Cruiser Clean-Up?**

Thinking about trying to do a lot of off-shore sailing without a liferaft? Then check out pages 62-63 of the April issue of *Yachting World* magazine, which have two spooky looking photo sequences. One is of the Catalina 42 **Never Say Never** sinking under sail near Kick 'em Jenny, north of Grenada in the Caribbean. She started taking on water for no apparent reason and shortly thereafter sank bow down. The other sequence is of the Catana 44 **Bad Bad** that hit a whale about 10 miles off St. Lucia, also in the Eastern Caribbean, holing the starboard hull and breaking one of the rudders. Although the singlehander abandoned the cat, she was later found partially afloat several days later.

Near the beginning of this month's *Changes*, we had a report from John Anderton of the Alameda-based Cabo Rico 38 **Sanderling**, who informed us that he'd been hit by a mega motoryacht while trying to make the 20-mile crossing between Sint Maarten and St. Barth in the East-



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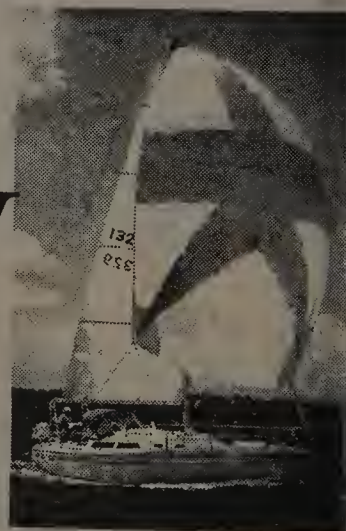
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ern Caribbean. In a subsequent email, he had the following to add:

"Sint Maarten is a great place to sail to, as there are delightful people and excellent parties after the races. Despite the collision, I've enjoyed my stay. The Wanderer probably knows the captain of the megayacht that struck my boat, as he's been working out of here for years. You'll notice that I didn't mention any names in my *Changes* about the accident. As I'm self-insured, I have an agreement with the captain. As long as I don't broadcast names or file a report, he'll pay the \$22,000 in repairs out of his own pocket — thereby saving his job and avoiding any hassles with his insurance carrier. He even set me up in a guest house while my boat is on the hard. It works for me, as I just want to get my boat fixed. In any event, things work a little differently down here than in the States. By the way, while down in Bequia in January, I ran into Ray Jason — a frequent contributor to *Latitude* and the author of **Tales Of A Sea Gypsy**. He's doing great, having bought back his old San Francisco-based Farallone 29 **Aventura**. He was happy to

give me some timely advice about singlehandeding. Collision or no collision, all I have to say is, 'Is this a great way to retire or what?'"

It's easy for folks to be confused as to the difference between the major Easter Caribbean sailing centers of **St. Martin** and **Sint Maarten**.

They are actually two parts of the same rather small island, with St. Martin being the French side, and Sint Maarten being the Dutch side. Similarly confusing is that fact that the nearby island of **St. Barthélemy** more commonly goes by **St. Barth** or **St. Barts**.

"Reader Skip Gorman wrote in a couple of months ago asking about the likelihood of southerly winds in the spring



If you had to kill a few weeks on Sint Maarten while your boat was being repaired, a guest house at Oyster Pond wouldn't be a bad place.

along the coast of Baja, which would make his 'Baja Bash' much easier," write Tom and Judy Blandford of the Marina Bay (Richmond) based **Imagine**. "Unfortunately, he's not likely to find any southerlies in the spring — in fact, May and June are probably the worst times to come up the Baja coast. If he could delay his trip until July, he might not have to Bash



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at all. We didn't depart Cabo until July 10, and had a great time coming north, with very little wind and no water over the bow. It was hurricane season, of course, and there's always some risk associated with traveling along the Baja coast during that time, but good planning and a reliable boat can minimize the risks. It's a huge generalization, but early season hurricanes are few in number and tend to travel west away from land, making a Baja landfall unlikely. The key is to look for a low pressure system off the mainland coast of Mexico, which can be a precursor to the formation of a hurricane. If there is one, stay put. We listened very carefully to the Chubasco Net weather report prior to our departure. The bad news is that most insurance companies don't offer coverage during July, so you have to think carefully about doing it.

"Before heading north, we got our hands on a copy of Capt. Jim Elfer's *The Baja Bash*," the Blanford's continue. "It had a lot of good ideas. Per one of Elfer's — and *Latitude's* — suggestions, we avoided Cedros in favor of the more off-



BLAIR GRNOLS

Readers will remember that Blair Grnols nearly lost his beloved 'Capricorn Cat' on a reef in the Marshalls. This is what one rudder looked like.

shore San Benito Islands. Having anchored at the San Benitos, it's now one of our favorites because it's full of wildlife. Not only is there spectacular diving, but we saw killer whales, two blue whales, and

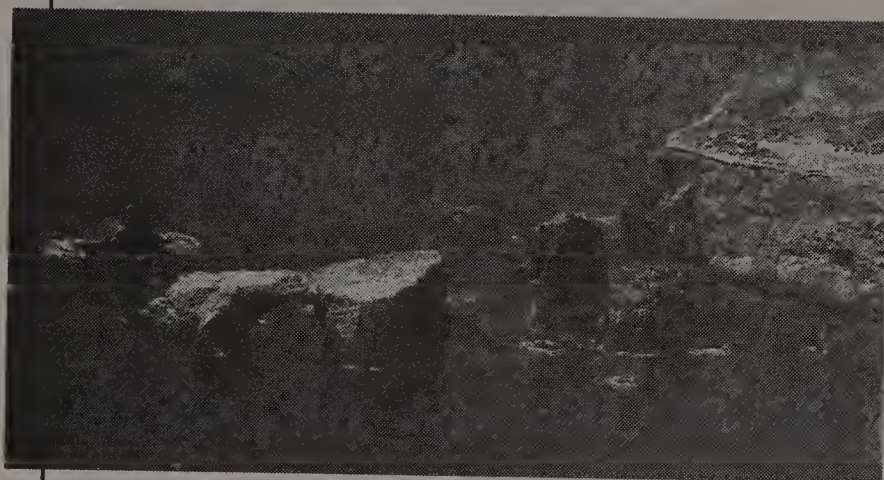
elephant seals fighting on the beach. Finally, it also gives you a better angle while heading over to the mainland than if you anchored at the northern tip of Cedros."

We have to agree with your main points, as generally speaking it is much easier to come up the coast of Baja during the summer months. The rare exception, of course, is if there were an early season hurricane that didn't head west and caught your uninsured boat out in open waters.

Speaking of the Baja Bash and alternatives to it, we don't understand why any shipping companies don't do a run from **Puerto Vallarta to Southern California** at the end of April or May. Many years ago there was a service that put boats on a ship and delivered them back to Southern California — but then somebody ran off with all the money. Subsequently, the shipping of recreational boats has boomed all over the world, but the service hasn't been offered again from Mexico to California. Maybe we'll call one of the shipping companies and see if we can't get them interested.

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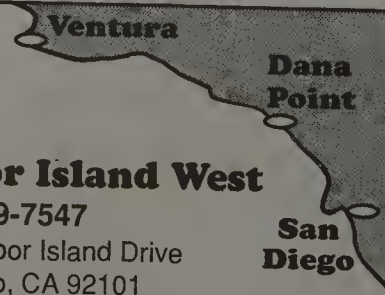
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"Joanie, my sweetie, arrived safe and sound by plane here in Fiji the day before yesterday," reports Blair Grinols from the Vallejo-based 46-ft **Capricorn Cat**. "She is suffering from the heat and humidity, but after all my time in the Marshall Islands, I don't even feel it. We are in the Vuda Point Marina, which is centrally located between Lautoka and Nadi. After an afternoon of snacks and poolside drinks, plus a full dinner complete with delicious coconut ice cream at the beautiful hotel next door, the bill came to just \$35 U.S. — including the tip. You can't beat that. We've since moved on to the famous Musket Cove YC on the island of Malolo Lailai — which is just 12 miles west of the big island of Viti Levu. We're getting ready to go to shore to a BBQ with Glen and Glenna of **Calafia**, and Tom and Nancy of **Equinox**. I'm still not as impressed with Fiji as I was with the Marshalls, but we've still got a lot of this country to see."

It goes without saying, Blair, that you were missed at the **Banderas Bay Regatta**.

What if they gave a week-long cruiser

party and hardly anybody showed up? Unfortunately, that seems to be what happened in La Paz in April. Over the last year or so there has been considerable animosity between the **Club Cruceros de**

La Paz and the for-profit **Paradise Found YC**. The former wanted to continue running the 20-year-old **Sea of Cortez Sailing Week** out at the nearby islands, but seemed to have trouble achieving critical mass in organization and enthusiasm. Meanwhile, the more energetic folks at Paradise Found YC wanted to ramp up a bigger and more *picante* event — more like Sea of Cortez Sailing Week had been in



Twenty years ago, Sea of Cortez Sailing Week meant a week-long near mob scene on the beach at Caleta Partida. But times and interests change.

the early years — and call it **Island Madness**. As is often the case when two people or organizations can't get along, everyone loses. Club Cruceros finally backed off by canceling their traditional Sea of Cortez Sailing Week for a much smaller event in La Paz that's wrapping up as we go to press. As for Paradise Found YC, they went ahead with their April 7 to 14 Is-

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land Madness. On paper it looked as though it would be nonstop activities, but they may have misread the cruising community support, for the attendance was reportedly very light.

"After we left Puerto Vallarta, we took **Humu Humu** to the Sea of Cortez for a few weeks," writes David Crowe, owner of the 70-ft cat. "On April 7, we happened to anchor at Isla Partida, and noticed there were 17 boats anchored for the first night of Island Madness. We dove the **Fang Ming** wreck the next day, and liked it so much that we decided to do it again later in the week. So on Thursday night we were back, and counted just 16 other boats for Island Madness, with maybe just six dinks ashore in the evening for activities. On the first two race days, we saw no more than four boats participating. The weather was not as conducive to sun 'n fun as one would prefer, but it was all right. My view of Island Madness is that it wasn't happening. Part of the reason is that **Loreto Fest** has really taken off and that the Puddle Jump crowd was absent because of the much more appealing doings down at Paradise Marina in Puerto Vallarta."

The Wanderer — who conceived of Sea of Cortez Sailing Week, and who was very active in the early days when it was not uncommon for over 200 boats to participate — is deeply disappointed at the event's demise and the lack of a major spring event out of La Paz. We're hoping that in upcoming years everyone can come together to create an event worthy of that tremendous cruising area.

Speaking of the **Club Cruceros**, they'd like it known that they are not-for-profit, and that their main activities are support programs for underprivileged local children, and supporting cruisers' having a tough time in Mexico. For example, there's the case of Chuck and Linda Allen of the Florida-based Ingrid 38 **Tumbleweed**. "It was their life's dream to sail to Mexico, starting with the 2002 Baja Ha-Ha. Unfortunately, Chuck unwittingly became involved in a fracas on the Police Dock in San Diego where, as a result of trying to help, he suffered a serious knife wound in the back by a transient. A local hospi-

tal was able to treat Chuck, and upon his release some time later, he and Linda took off for Mexico. Arriving in La Paz just prior to Christmas 2002, Chuck suffered a relapse when it was discovered that his diaphragm had been punctured by the weapon, infecting his abdominal cavity, and causing peritonitis. His life in jeopardy, and he was admitted to a La Paz hospital, where he still is, being fed by an I.V. He still faces other surgeries. Linda has also suffered several illnesses. With medical bills mounting daily — even in Mexico it's costing \$4,000 a week to be in the hospital — they are so destitute that they have been forced to put their vessel up for sale. Both the Club Cruceros and Paradise Found are holding fund-raising efforts, and a collection will be made at Loreto Fest. Anyone interested in making a contribution to this very worthy cause should send a check to: Club Cruceros Tumbleweed Fund, Union Bank of California, Castle Park #40, 1342 Third Avenue, Chula Vista, CA 91911."

With the **summer cruising season** almost upon us, we have some quick advice: "Life is short, live it to the fullest."

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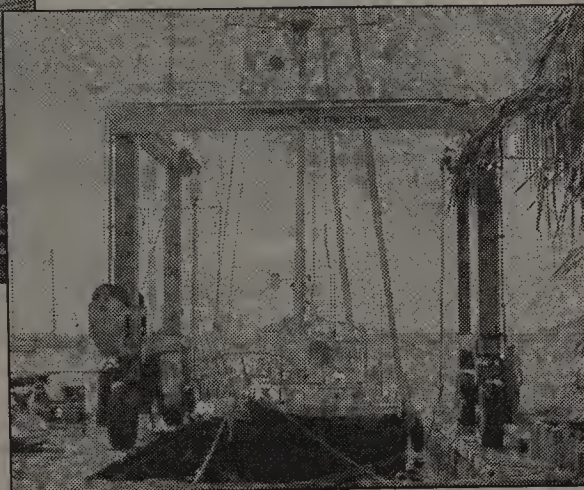
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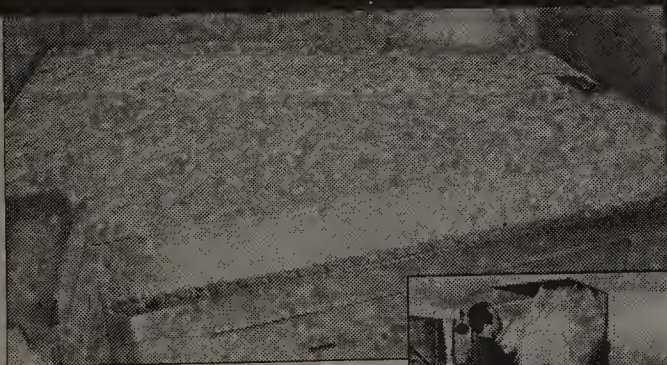
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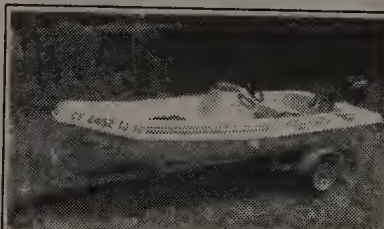
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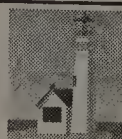
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CORSAIR F24 Mk II, 1997. 6 hp motor. Trailer with spare, brakes, custom lights. Mylar main, jib, screecher, spinnaker. Nexus custom instrumentation, custom interior, extra storage, boom tent, swim ladder, safety equipment, dock and anchor equipment. Many extras, excellent condition. \$44,900/obo. Call (760) 721-3341.

O'DAY 20, 1976. New main. Stove, Porta-Potti, swing keel, pop-up rudder. New spreaders. Excellent trailer, outboard, lines run aft, reefing boom. Excellent trailer system. \$3,600. Cory (831) 455-0549.

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RANGER 23, 1979. 2 mains, 90% jib, genoa, spinnaker, drifter. VHF radio, depthsounder, sink, Porta-Potti. Battery, 6 hp Merc outboard, anchor. Nice teak interior, cushions, ice chest. Alameda berth, Pacific Marina. Asking \$2,500/obo. Call (925) 673-1282.



FREEDOM 21, 1983. Catboat with unstayed carbon mast and Hoyt gunmount spinnaker. Much new in 2002, recent survey. Trailer, outboard, VHF. 3 sails. All lines led aft. On trailer at RYC, space 57. \$4,995/obo. Mike (530) 544-4014 or email: mgrim6@hotmail.com.

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O'DAY 23. Porta-Potti, Evinrude 4, VHF, CD stereo, 2 jibs, trailer, main. \$2,500. Call (510) 593-8643.

CATALINA 22, 1983. Trailer, full keel. Very good condition. 7-1/2 hp 4-stroke Honda, 3 sails, Porta-Potti, depthsounder, full boat cover, dodger, barbecue, alcohol stove, cockpit cushions, extras. Sleeps 4. \$5,000. Pat (775) 345-0833.

29er, USA 107. Because fast is fun. Excellent condition. Comes with trailer, Seitec dolly, two sets of sails, top, bottom and blade covers. \$5,000. (415) 789-9192 or email: 29er@bvvcp.com.

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CATALINA 22, 1982. 7.5 hp Honda 4-stroke outboard, runs great, reliable. 2 head sails, roller furling jib, Porta-Potti. Trailer works, but needs work. Knotmeter, compass, radio, all cushions, flotation, very good condition. Must sell. \$3,900/obo. Call (530) 626-1837.

O'DAY DAYSAILER with 1980 Hyland trailer and 2000 3.3 Mercury outboard. All in excellent condition. Few extras. Boat always sailed in freshwater and kept garaged. \$2,800/obo. Please call Fred (559) 871-1969 (cell).

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ALLEGRA 24, 1983. CUTTER RIGGED pocket cruiser. Full keel, low hour Yanmar 2-cylinder diesel. Spinnaker sail, fiberglass hull, teak decks, sleeps 4, plumbed with holding tank, sink, alcohol range, Porta-Potti. \$6,500/obo. Email: ljm@jps.net or call (925) 525-2332.

CATALINA 22, 1987. Wing keel, newer 8 hp Honda, trailer with extension and new tires, new pop-top, main, 110, 150 genoa, all in newer condition. Looks like a new boat inside and out. Sacrifice \$6,000. Call (707) 824-1710.

BOWER 22, 1972. Fiberglass sailboat with teak deck. Abandoned lien sale vessel at Richardson Bay Marina, Sausalito. As-is, where-is terms of sale. Total project boat. \$650. Please call (415) 332-5510 (9 am - 5 pm, 7 days).



BEAUTIFUL 16.5-FT HANDMADE wooden sail/rowboat. Gaff rig mast can be removed for a versatile rowing/motor skiff. Classic New England style. Comes with trailer, new cover, new 2 hp 4-stroke Honda outboard, oars, anchors, etc. See Website: <<http://www.geocities.com/tbrigham1/ElsaForSale.html>> \$5,900/obo. Please call (415) 931-2826.

CATALINA 22 Mk II, 1997. Pristine condition, fresh bottom 12/02. No blisters. 2000 Merc. 15 hp outboard, knot, depth, wind meters. VHF, stereo, CDI flexible furler, full batten main, 2nd main and jib, 2 spinnakers plus more extras. 1 year sublet in Santa Cruz North Harbor available. Fin keel, excellent Bay boat. \$11,000/obo. Call (831) 423-7298 or (831) 345-0485.

NEW SANTANA 20. Court settlement. Immediate sale wanted. Brand new on trailer, never sailed. Join active fleet. Save thousands in taxes and delivery fees. \$17,900 delivered to your door in Northern California. Call (415) 331-6192.

HUNTER 17, 2002. Ultimate daysailer with seating for 6, main, roller furling jib, trailer, extras. Photo: <www.huntermarine.com> Used only a few times. This H170 is like new. Sacto. \$6,950/obo. (916) 361-8862 or email: rwickland@msn.com.



O'DAY 222, 1987. (Sistership) Sloop design. Main and jib. Comes with a 1990 8 hp Evinrude, depthsounder, Porta-potti, anchor and a tandem-axle trailer. Sleeps 4-5. \$6,500. Please call (209) 339-1706 or email: jrmurphy1955@cs.com.

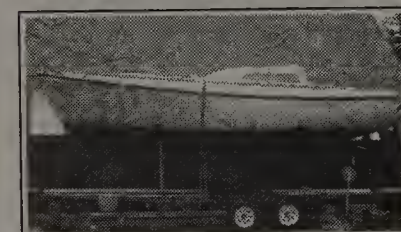
MOORE 24, 1981. In good condition. Last survey 1999. \$8,000. Call (925) 684-0846.

25 TO 28 FEET

BAYLINER BUCCANEER 28, 1976. This sailboat has a recently refurbished interior and rebuilt galley. Comes with outboard, main, jib and many liveaboard amenities. Berkeley Marina. \$9,500/firm. Call Shirley (415) 235-7697 or Ken (415) 203-2783.

CORONADO 25. Very good condition. Sleeps five, sink, ice box, 5 hp British Seagull longshaft. Located San Leandro Marina. \$3,000. Call (209) 575-3291.

CAL 2-27. Cruise/race. Full electronics, epoxy bottom. 2 mains. Jibs: 90, 105, 120, 150, new Kevlar 140. 3 spinnakers: .5-oz, .75-oz, 1.2-oz. All sails by North Sails. Headfoil, rigged for racing or single handed. Extras. Atomic 4 runs great. \$10,500/obo. (415) 924-6553.



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MacGREGOR 26, 1990. In very good shape. Very forgiving to learn on. Great Bay boat. 8 hp 4-stroke Honda, runs great. Jackets, pop-up cabin with cover/windows. Trailer. Everything you need. \$8,500/obo. Call (707) 372-8660.

CATALINA 250 WING KEEL, 2001. Excellent condition. Wheel steering, compass, speed/depth combo. Furling jib. Self-tailing winches. Sail canvas, lazy jacks, cockpit cushions, 8 hp Honda. Trailrite galvanized tandem trailer with mast raising system. Extras. \$25,500. Call (559) 299-4288.



GREAT DANE 28. (Sistership.) Lloyd certified hull, full keel, beautiful teak interior. Quality European craftsmanship throughout. Clean Volvo 25 hp diesel. Long list of equipment. Proven, solid offshore cruiser. Recent survey. In Alameda. Immaculate. \$17,500/obo. Call Peter (510) 523-3337.

NEWPORT 27, 1973. Good condition, clean bottom. 2 jibs, 1 main. 2 anchors. Very roomy cabin, strong hull. No engine but has outboard mount. Shore power, radio, VHF, compass, depth. Bring outboard and sail away. \$1,250. Call (415) 505-2055.

MacGREGOR 26X, 2001. Fuel injected 50 hp 4-stroke Evinrude. Roller furling system, sail covers, sun shade, bulkhead compass, GPS with fish/depth finder, VHF radio with antenna, anchor light. Jiffy reefing system as well as dual 12 volt battery system and controls. 2 cabin lights and a head light along with custom raised bracket with cockpit table, gas BBQ with mount, Stern ladder with handle. Four 6-gallon fuel tanks recessed just forward of engine. Trailer with spare tire. Hull painted. Asking \$22,500. For more details call (831) 465-1905 or (831) 419-0573 (cell).

CHEOY LEE OFFSHORE 27 Mk II, 1972. 8 hp Volvo diesel. Teak decks, VHF radio, CQR and Danforth anchors. Main & 3 jibs refurbished. Engine, transmission and prop freshly serviced, thruhulls checked, new zincs. Hull completely repainted and new bottom paint 10/02. Custom cockpit cushions new 12/01, sail, topside, rail covers all recently replaced, new varnish, new cabin and cockpit paint, 90% sun protected. Head, holding tank, sink, 2-burner gas stove, icebox, upgraded electronics panel, 3 new batteries 9/02, solar trickle charger, new bumpers. Great sailing, documented, full keel boat. Must see to appreciate. \$14,950. Call (707) 544-9119 or email: mmcbain719@aol.com.

RANGER 26, 1973. Fast and exciting. Excellent condition. New Hugin 130% jib, roller furler, newer main with cover, tabernacled mast, two spinnakers. New cushions, Honda 10 hp 4-stroke long shaft, VHF. Website: <<http://www.doutre.org/baythoven>> \$5,000. Randy (831) 476-0761 or email: rsparks1@netzero.com.

B-25. Limited hours on 9 bags of sails. Gray, red trim, light gray deck. All Harken, self-tailing winches, knotmeter with log and trip, digital compass. Evinrude 4 hp long shaft, trailer, lots more. At Lake Mead on trailer, deliverable. (702) 450-7651 or email: smith.s.w@att.net.

O'DAY 25, 1977. 15 hp long electric Johnson. Hull and interior excellent. Fin keel, gauges, club jib, ladder. \$4,500. Call (925) 458-9702.

CAL 25, 1968. Two mains, four jibs (storm, std., 110, 150) and spinnaker. Lines led aft. 5 hp O/B, teak washboards, new cushions and rugs, new bottom in 2002. Berkeley berth. Classy classic in great condition. \$4,750. Call (510) 490-2594.



CATALINA 27, 1976. \$7,000/obo. Sweet boat, ready to sail or live aboard. Hauled 2001, new through hulls and bottom paint. Honda O/B, less than 50 hours. Roller furling jib. At Oyster Cove, SF Bay. Call (650) 619-2012 or email: thezat@hotmail.com.

CORONADO 25, 1971. For the real sail enthusiast. This boat comes with 7 sails: genoa, jib, spinnaker, main. A great working 6 hp outboard. A transferable slip at Berkeley Marina. Asking \$8,500. Shirley (415) 235-7697 or Ken (415) 203-2783.

CATALINA-25, 1985. Galvanized trailer, fin keel, dinette model with pop-top. Boat has many extras and is ready to travel. \$11,500. Mitch (530) 268-6570.

ERICSON 25, 1976. Good solid condition. Newer Mercury 15 hp 4-stroke, 6 sails, anchor, compass, stereo, head, depth. VHF, GPS, battery, new electric panel, circuit breakers. Lots of storage, sleeps 4+, 5-7' headroom, more stuff, sailed regularly. \$4,900. Call (925) 998-4044.

CATALINA 25, 1982. Very nice condition. Clean, new upholstery, curtains, alcohol stove. 4 sails, various sizes. Cockpit cushions, compass, ladder, beige hull. 7.5 hp Honda motor, swing keel. Zieman trailer, great condition, new brakes. Asking \$8,600/obo. Call (530) 268-0766.

NORSEA 27. Excellent condition. Center cockpit, full complement of sails, 2GMF Yanmar diesel, new fuel tank. Avon 28 dinghy, 3.5 hp outboard. Monitor windvane, GPS, Autohelm instruments. \$45,000. Located Friday Harbor, WA. For details call (360) 378-6871 or email: larrydon@rockisland.com.

1983 BENETEAU FIRST 24 R/C SLOOP with 1980 EZLO 2-axle trailer. Excellent condition with many upgrades. Second owner. Enclosed head, enclosed aft cabin, Harken rigging, roller rigging, enclosed motor compartment, 3 sails including spinnaker. Ashland, OR. \$18,000. Call (530) 468-2926.

SANTANA 27. Excellent Bay boat. Great shape. Fast, solid hull. Newer Honda 4-stroke. Reefable main and genoa. Also 150 and 180. Many upgrades. \$8,000/obo. To view call (707) 838-6975.

CATALINA 27, 1978. Looks and sails great. 8 hp Mercury outboard, 1994. Roller furling, dodger, cockpit cushions and canvas. Sausalito berth. Must sell, bought bigger boat. Asking \$7,200/obo. Please call (415) 309-4546.

ISLANDER 28, 1978. Upgrade/refit list too long to include. See list/pictures at <<http://www.geocities.com/panthersong/islander.html>> Surveyed out of the water August, 2002. Diesel, roller jib, all lines lead aft, macerating head, icebox. 6-ft headroom, sleeps 6. Great condition. \$17,500/obo. Located in Morro Bay. Please call (805) 787-0538 or email: panthersong@yahoo.com.

MERIT 25. New UK race sails, barrier paint, C Cushions, interior, tandem trailer, more. \$9,000. Call (530) 624-1480.



O'DAY 27, 1974. Great Bay and weekend cruiser. Fin keel/skeg rudder. Roomy interior/all new upholstery. Gold edition with extra ballast and taller rig. Atomic 4 inboard, d/s, knotmeter, VHF. Lying Oyster Point. Asking \$6,500. Call Jeff (707) 459-1883.

MORGAN 28 OUT ISLANDER, 1969. Tremendous discount. Beautiful, excellent condition. New autopilot, mast steps, Loran, new depthfinder, tachometer, 2 compasses. VHF, 12 hp diesel, very low hours. Immaculate cabin, topsides good, all safety gear. Separate head. Beautiful interior with over 6-ft headroom. All lines led aft, recent survey, lots of extras. Reduced from \$15,000 to \$9,500. Don't miss this opportunity. Call (925) 439-8883.

PRIVATEER 26, 1967. Unique 31.5-ft LOA ketch built by the Kenner Boat Company. Reoutfitted in 1998, this heavy duty hand-laid fiberglass beauty boasts many improvements. Original owner manuals and Yanmar engine. \$9,900. Visit <www.thagrove.com/ghost> Call (650) 400-6923 or email: thagrove@aol.com.

BALBOA 26, 1974 with trailer and motor. Located Redding, CA. 15 hp Evinrude, electric start. \$3,600/obo. Also, Bayliner Buccaneer 270, 1977. No trailer. Located Port Angeles, WA. Volvo diesel I/B, froze up, has O/B mount. \$3,500/obo. Call (530) 335-3924 or email: hucker@citlink.net.



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MacGREGOR 26X, 1996. 50 hp 4-stroke Yamaha. Sport pilot, depthfinder. Tandem-axle trailer, many extras. Excellent condition. Asking \$18,500. For detail/photos call (707) 443-0226 or email: lkeasey@cox.net.

LANCER 25. Shoal draft, encapsulated keel, 7.5 hp. Honda O/B. Weekend cruiser. Built 1978. Two jibs and main. New forestay and running rigging. Lying Tomales Bay. Mooring available at extra cost. Asking \$4,000 for boat. Call Don (415) 663-1210.

F/G FOLKBOAT. Class champ, very good racing sails, cruising spare, electric pump, lights, solar charger, all safety equipment. 4-yr-old Nissan 3.5 hp, Gashouse Cove slip, spare boom, tiller. Large racing class. Must sell, leaving area. \$5,500. (415) 567-9868 or email: Folkboat103@yahoo.com.

ISLANDER 27, 1969. Good shape, just needs a little cleaning. Lines led aft for easy sailing. Outboard engine with cockpit control. Berthed at Coyote Point, San Mateo, Slip #1123. Must sell due to illness. \$2,500/obo. Call (650) 245-0052.

CATALINA 27, 1980. Dinette version. Great family Bay boat or singlehander. Berthed in Berkeley. Sleeps 5. Sink, stove, enclosed head. Two jibs, Atomic 4, charger, depth, compass, lifevests. \$8,000. Call Tom (510) 527-9434 or email: niredmot@yahoo.com.



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CATALINA 27, 1973. Perfect Bay cruiser, excellent for liveaboard. Sleeps 6. Dinette layout, sink, head, 2 jibs and lots of extras. 4-stroke Honda 10 hp outboard. Asking \$7,000. Best offer takes it. Call Michael (707) 246-5068 or (707) 748-5780 or email: michaelmunden@msn.com.

CAPE DORY 25-D, 1984. Classic Alberg design, respected Cape Dory quality. Yanmar diesel, autopilot, depth, speed/log, VHF. New bottom paint April 2003. Excellent condition, cruise ready. For photos and full specs call (619) 224-6594 or e-mail: ajeske@ixpres.com.

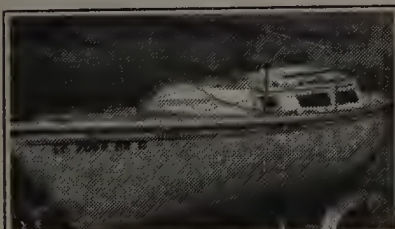
COLUMBIA 26 Mk II, 1984. 6 sails, Suzuki 8 hp O/B, charger, two batteries. New bottom and topside paint, VHF, depth, lifelines, spray skirt, dodger, sink, cooktop, toilet, stereo. Nice 8-ft skiff. Too much to list. First \$2,500 takes it. (925) 698-3294 or email: michaelstarr@sbcglobal.net.

MacGREGOR 26, 1993. Excellent condition, 9.9 Evinrude electric start. Trailer with spare. 150 furling genoa, VHF radio, Autohelm knot/depth, Navico tiller/pilot. Porta-Potti, 2 anchors, 2 fuel tanks, stove, swim ladder, extra jib, many extras. San Rafael. \$9,950/obo. Call (415) 457-2647.

CATALINA 27. Very good condition. 5 sails, head, galley, dinette, sleeps 4, extras. Berthed in Alameda. Asking \$6,800. Leave message: (510) 278-8701.

MERIT 25, 1981. Well equipped to race in local fleet. Seven sails, including nearly new 3DL main. Also includes trailer, lifting cable and outboard. In Richmond. \$8,000/obo. Please call (530) 550-8321.

MacGREGOR 26, 1995. EZ mast, swing keel, VHF, anchor, stove, enclosed head, pop-top with bimini. 8 hp Nissan with generator, two sails, new battery, water ballast, unsinkable, excellent. Trailer with surge brakes. \$9,000/obo. Email: GibsonGirl_1@msn.com for pics or call (925) 691-6046 anytime.



CATALINA 25, 1986. Tall rig, traditional interior. Roller furling 150, self-tailing winches, all lines led aft. Autopilot, 10 hp Honda, marine head, Loran, Horizon instruments, swing keel, Trailrite trailer. Bristol. Loaded. \$10,000. (661) 823-8410.

ERICSON 27, 1968. Boat has been hugged and kissed its whole life. Roller furl and 8 hp outboard. A must see. \$12,500. Call for more details. Ken (415) 203-2783.

ERICSON 27, 1972. Clean, well kept beauty. Tiller, two sets of sails plus spinnaker. Healthy, rebuilt Atomic 4, new exhaust system 2002. New boom. Berkeley upwind slip. Perfect boat for the Bay. For more details go to: <http://home.attbi.com/~ericson27/> \$9,500 obo. (510) 215-1046.

THUNDERBIRD 26. Fiberglass over marine plywood, restored hull and mast, new standing and running rigging, electrical, charger, battery, and nonskid. Two mains, two jibs, 6 hp Johnson outboard, sleeps four. In Alameda. \$3,200. Must sell. Call Brian (510) 693-4205.

CORONADO 27, 1972. Great liveaboard. Wheel steering. 10 hp 4-cycle outboard. Pressure water system throughout including heater, all new. New batteries. New charger. New cushions and upholstery. New shelving, TV/VCR, microwave. Located Berkeley. \$5,500/negotiable. Call (707) 479-0618.

CAL 2-27, 1974. Recently rebuilt Volvo MD7A diesel engine, 5 sails. Tillermaster autopilot, Harken furling system, depthsounder with 2 alarms, knotmeter, spreader light. Over 6-ft standing headroom, 2 hanging lockers, recently hauled and oil serviced. \$10,500. Call (415) 642-0260 or (415) 435-8757.



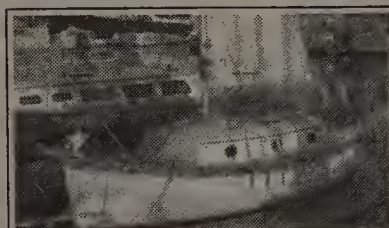
CATALINA 27, 1984. Excellent condition. Second owner. Universal 11 hp diesel, recent tune-up, new exhaust, chemically stripped 2 years ago. Roller furling, 120% genoa, 110% jib, reefable main, whisker pole. Beautiful teak interior. Sleeps 5, dinette layout, new head with holding tank, alcohol stove, sink, cooler, freshwater holding tank. VHF, depthsounder, knotmeter, compass. Two new batteries and bilge pump, shorepower, charger. \$14,500/obo. Call (925) 829-1839.

HUNTER 25.5, 1985. Yanmar diesel. Fin keel. Hate to admit it, but I just can't take it sailing anymore, life is in the way. Located Petaluma Marina. Owned since 1987. Please save her. \$3,000. Call (707) 545-4505.

CATALINA 25, 1985. Excellent condition, swing keel, Honda 7.5. Sails: main, 130, 150. Porta-Potti, depth, VHF, CDI roller furler, AM/FM cassette, cockpit cushions. Powder-coated Trailer-Rite trailer with dual axles, surge brakes and new tires. Custom V-berth mattresses, CNG 2-burner stove with 2 tanks, custom sunshade, 2 anchors with rode, fenders, pop-top with cover, nice teak. Boat has been stored out of the water. \$10,000. Call (530) 626-6636 or email: robynsneat@directcon.net.

BAYLINER BUCCANEER 285, 1978. Nice condition, new interior and rigging, new bottom. 7.5 hp Honda, wheel, center cockpit, aft double cabin. 6-ft headroom, galley, shore power. On trailer in Martinez, CA. \$6,750/obo. Call Chris Lines (210) 887-7770.

CATALINA 25, 1981. Fixed keel, Honda 8.0, batteries and charger. Sails, head, knotmeter, compass, depthfinder, VHF, jib furler. Restored teak, new carpet and salon cushions. Great condition. Alameda. \$5,800/obo. Call (510) 627-1648 or email: qansel@aol.com.



PACIFIC SEACRAFT 25 Mk II, 1978. Full keel pocket cruiser, rebuilt 8 hp Yanmar diesel inboard. Newly upholstered interior cushions, custom cockpit cushions. Head, galley, freshwater tank, teak decks, full boat cover, two complete sets of sails. \$16,500. Please call (650) 444-4699.

ERICSON 27, 1977. Bay cruiser, wheel, double cockpit, excellent sails, Atomic 4, new radio. Looks great, standing headroom. Priced to sell. \$7,995. Email: tomswafford@hotmail.com or call (209) 869-1301.

MacGREGOR 26X, 2000 with trailer. 50 hp Honda, only 110 hours. Loaded with factory options plus 12-110V refrigeration, CD/AM-FM, VHF, compass, 2 batteries, inverter, shore power, custom cabinets. \$32,000 invested. Asking \$19,950. Richmond. Call (510) 301-5739.

CAPE DORY 28, 1981. Monitor windvane, autopilot, liferaft, dodger, EPIRB, Volvo MD7A. Solar panel, propane BBQ, flopper stopper. VHF, depth, 35-lb CQR, 15-lb Danforth, head, holding tank. 150% genoa, storm jib, cruising spinnaker. Cruise equipped. \$25,000. (209) 823-7227 or email: downtownlbrown@hotmail.com.

29 TO 31 FEET

HUNTER 30, 1979. Yanmar diesel engine, roller furling, battery charger, two anchors, VHF radio, dodger, wheel steering, etc. Hauled April 2002; new bottom paint and zincs. Needs someone who will use it. \$15,500/obo. Please call (530) 295-1711 or email: hugdor@earthlink.net.

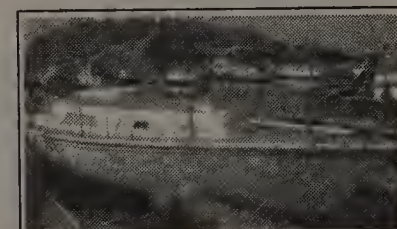
ERICSON 30, 1969. 15 hp Isuzu diesel with majority low hours, roller furling, new canvas, refrigeration, clean boat. The most boat for the least money. \$8,900. Call (510) 872-6501.

31-FOOT GERMAN-MADE SLOOP. This was listed through a broker but to reduce the price by 10% I am selling this myself. Due to my job I have relocated and must sell this 1-year-old sailboat. Professionally maintained and in bristol condition. All varnished mahogany below, self-tending jib on traveler, all lines led aft, lazyjacks, jiffy reefing, setup for short handed crew. I have added: Spray dodger, spinnaker halyard led aft, mid-ship cleats, 2 anchors, GPS, VHF, cockpit speaker for VHF, UV protection on jib, custom wheel and winch covers. Comes with 4 year warranty on the hull. All of this brand new shipped to Bay Area would be \$30,000 more. \$79,000/firm. Call (415) 846-8278.

CATALINA 30, 1984. Very clean, roller furling, new jib, new main. Wheel, knot/depth, 25 hp diesel engine. New head, sleeps 6, cockpit cushions. Dock in Sausalito comes with it, if interested. \$22,900. Call (415) 823-8623.

NAJA 30 SLOOP, 1990. Full canvas cover, teak decks, clear coat mahogany hull. Yanmar 16 hp diesel, Martec prop. Harken furling jib, self-tailing Lewmar winches. VHF radio, knotmeter, depthsounder, autopilot. Delta berth. \$19,500. Please call (916) 973-8797 or email: tangram@jps.net.

KNARR 30 FIBERGLASS. Class champion, ready to win again. Greatest racing and social fleet on the Bay. St. Francis, San Francisco and Corinthian Yacht Club racing, fleet racing in Norway and Denmark. 4 hp Yamaha, full cover, 4 suits of sails. \$19,995. Call (415) 302-9304.



PEARSON 30, 1974. Has Atomic 4 engine which needs work. Reliable 25 hp Yamaha outboard. Sleeps five. Galley and head. Includes 12 foot inflatable, 2 sets of sails, solar panel, 4 new lifejackets, and more. \$12,000/obo. Carl (415) 379-6099.

CAL 2-30, 1971. Good vintage design/construction, easily made ready for race or cruise. Yanmar diesel, tiller steering, lots of sails. More info and pictures at <http://www.geocities.com/slyfoxrwc> Lying RWC. \$14,500. Call (650) 949-4640 or email: slyfoxrwc@earthlink.net.

RAWSON 30, 1968. Vessel sunk to three feet in the interior. Now clean and dry. Engine pulled and pickled. Being sold "as-is, where-is, all faults lying". Inspection by appointment. Bruce (510) 234-7020 or email: bsurvey@aol.com.



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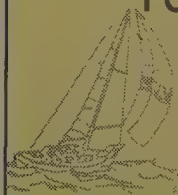
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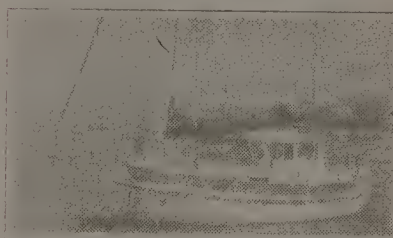
J/29, MAST HEAD RIG, 1985. New Awlgrip topsides 3/2003. New barrier coat furling VC offshore bottom in 3/2003. Many sails. 6 hp outboard. \$20,000. Visit Website: <www.J29.pascone.com> or call (805) 452-7223

PEARSON TRITON 28.5. Built in Sausalito. Full keel, headroom, new rebuilt Atomic 4, VHF radio, full set of North racing sails including main, genoa, jib and three spinnakers. \$9,600. Please email: home5562000@yahoo.com or call (707) 747-1756

LANCER 30, 1980. C&C design, tail rig. Profurl 100. 150, newer main, all lines led aft. Six Lewmar winches. Lewmar rope clutches. Oversized standing rigging. Garhauer vang, custom Harkert traveler. Wheel steering. Yanmar 15 hp diesel, just serviced. Barrier coat, custom split stern rail with ladder. Bruce anchor, bow roller. B&G network quad, VHF, lifesling, BBQ. Nice teak interior, new cushions and hatches. Stainless steel water heater. Solid, fun Bay boat. We bought a bigger boat, must sell now \$13,500. Call (510) 548-9309.

CAPE DORY 30 KETCH, 1977. Excellent condition. New main and mizzen 2002. Radar, depth, knot, VHF, windlass, heater, hard dodger, stereo, diesel engine. New cushions 2001. \$27,000. (831) 475 6887 email: dndias@earthlink.net.

NEWPORT 30 PHASE II, 1978. 2 mains, 3 jibs. Good running Atomic 4. Very comfortable cabin. Full legal head. Stove with oven. Propane BBQ. Bruce anchor \$9,342. Let's talk Jene (209) 942 4544 or email: jrong@pacbell.net.



FISHER 30 MOTORSAILER with dinghy. Complete refinish / refit. See Website for details: <http://www.fisherlionheart.net/> Call (408) 398 4057.

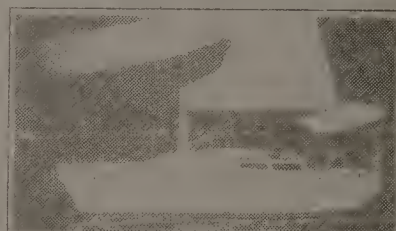
ERICSON 30, 1984. Well equipped Mexico veteran, Universal 18 diesel wheel, roller furling, teak interior, sleeps 6, 25 gal fuel, 43 gal water, 18 gal waste. Pressure hot/cold, CQR, 2 Danforths, windlass, much more. See Website <www.geocities.com/ericsonforsale> \$28,000. Call (858) 459-6832 or email: kaikoe@juno.com.

COLUMBIA 30 SLOOP. Sturdy, with self-tending jib, gas engine, recent bottom paint, depthfinder, marine radio, galley with fridge. Sleeps 6, private marine head. Berthed at Ballena Bay, Alameda. \$11,900. Call Jim (209) 786-4864.

NANTUCKET CLIPPER 31, 1979. Yawl rig, full keel, FG, Volvo 14 hp diesel. Head, stove, frig. New compass and knotmeter. 110 genoa, main, mizzen, storm. Roller reefing main. Excellent condition, new top-deck. Great liveboard. \$16,950. Please call Alex (415) 269-1823 or email: ja2rh-da@yahoo.com.

RAWSON 30. Heavy fiberglass full keel. 27 hp diesel, runs excellent, new starter/exhaust hose, Borg-Warner transmission. Autopilot, nice main, club jib, factory bowsprit, Autocharger, Lectra-San, auto bilge, ladder, depth, new windshield dodger. Safely cruise the world for \$8,950. Call (510) 923-1383.

CAL 29, 1973. Running Atomic 4 with full set of sails including spinnaker and pole. Includes new compass, VHF, GPS, depth, autopilot and 6 winches. Needs some TLC. Alameda berth. \$8,000. Please email: captddowner@comcast.net or call (408) 390-6444.



CATALINA 30 Mk II, 1987. Beautiful Bay/Delta cruiser. Heated for chilly Bay nights and air-conditioned for hot Delta days. Upgraded Catalina has new dodger, bimini, screened cockpit, boat cover, new triradial main, zyzjacks. New triradial 100 furling jib. 150 jib extra main. North Sail's US flag gennaker with sock. Split backstay adjuster. Garhauer rigid vang, traveler, jib sheets adjust. Universal 25XP diesel. Autohelm, wind gauge, knot/depth meter. New Standard Horizon cockpit mike and speaker. Jensen stereo with CD changer. Bose cockpit speakers. Cockpit cushions, stern seats. Propane oven/stove, BBQ. H/C water, AC/DC refrigerator, microwave. Much more. Bottom painted 2002, surveyed 2001, documented. \$39,500. Call (916) 337-1541 (days) or (916) 536-9068 (eves).

ISLANDER 30, 1974. Super clean, lots of nice upgrades, second owner. Well appointed down below. Force 10 stove, Norcold fridge. 12v/110 with 1500w inverter. New rig and bottom paint 2001. Roller furling jib. Ready to sail. \$23,500. Email: basecampinst@yahoo.com or call (415) 331 1545.

CATALINA 30, 1978. Gorgeous boat. Furling jib, full canvas, dodger, new Anderson self-tailing winches. 2 new batteries, knot depth, new interior. New VHF, BBQ, great slip. Atomic 4 runs excellent. \$19,500 obo Chris (831) 438-3135 or email: homebrew24@sbcglobal.net.

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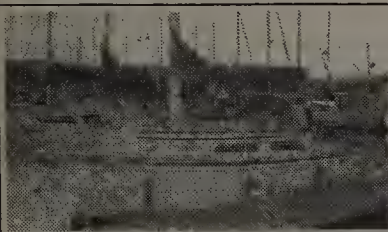
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RAWSON 30. Volvo, autopilot, gas stove, sniffer, new mast spreaders. Bottom one year ago. Interior extensively insulated with custom cabinetry and wood. Stereo, GPS, BBQ, ground tackle, windlass, head, holding tank, siphon loops, 2 bilge pumps, ladder, depth. \$12,000. (415) 731-8194.



ISLANDER 30. Roller furling, self-tailing winches, dodger, diesel, wheel steering, AM/FM cassette, 8 bags of sails including spinnaker and drifter. Excellent shape with new epoxy paint top and bottom 08/00. New boom and jib rebuilt 08/02. Call (415) 289-0538 (msg) or (530) 305-0434 (cell).

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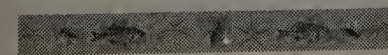
RHODES 29 SLOOP. Stuart I/B, 6 hp Evinrude O/B. New bottom, hull and interior paint. 4 sails. \$2,000/obo. Also, 24-ft Islander Bahama, 6-ft headroom, wheel, 4 sails, 6 hp Johnson O/B, \$2,000/obo. (510) 535-0457 or (925) 642-7970.

CATALINA 30 TALL RIG, 1978. Rebuilt diesel, new standing rigging, new spreaders, professionally painted mast, new thru-hulls, new upholstery, and much more. Excellent boat, ready for the Bay. \$18,900. Call Damian (510) 847-4557 or email: damian.cooksey@attbi.com.

PEARSON TRITON 1962. New 2000: Yanmar diesel, prop, shaft, Hood mainsail, 2 reefs, standing and running rigging, lines led aft with stoppers, one Andersen self-tailing winch, battery charger, solar ventilator. Plus 4 Barient, Harken mainsheet traveler. \$12,000/obo. Sausalito. Call (415) 225-4319.

ISLANDER 30, 1969. Sleeps 5, Delta/Bay ready. 2-burner propane stove, new head, upholstery/foam. 2 cyl Albin diesel, 500 hours. Dependable, well maintained. Main, genoa, jib sails, all good condition. \$7,900/obo. Call (916) 208-8818 or email: madworldgroup@hotmail.com.

J/29 FRACTIONAL RIG, 1983. New main, genoa, jib, spinnaker in 2001. Johnson 8 hp outboard, Autohelm ST2000. New bottom Dec. 1999, cleaned every month. Marina Bay berth. \$16,000. Please call (707) 778-6269.



NEWPORT 30, 1973. Phase II. Yanmar 2 cyl diesel: 215 hrs. SSB, VHF, Garmin chartplotter GPS, Nexus multi-displays. 5 jibs, 3 spinnakers, UK tape-drive main. Legal head, new rudder, double lifelines, stove with oven. \$15,500/obo. Call (707) 763-1708.

COLUMBIA 29, 1960. Great sailing design by Sparkman & Stephens. Almost new full battened mainsail, compass, lights, wiring. Tohatsu 5 hp outboard. No inboard engine. Needs paint, etc. \$2,800/obo. Robert (510) 525-7472 or email: robwdd@hotmail.com.

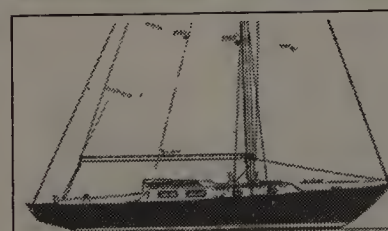
CATALINA 30 TALL RIG, 1981. Custom mast/boom/hydraulic backstay/vang. Bowsprit with anchor roller. Steel rod rigging. Harken roller furling. Harken traveler. 9 winches. Edson wheel steering. Universal 11 hp diesel. Signet speed, depth, windspeed and direction. All new cushions inside, complete cockpit cushions. Sleeps 7, galley, microwave, 2 new batteries. New 10amp Truostat charger. Standard Horizon VHF with DSC. Radio/CD. Beautiful boat in great shape. Located Napa. \$21,500/obo. For info/photos email: Catalina30Napa@aol.com or call (707) 337-7674.

CUSTOM 30-FT KETCH. Fiberglass over plywood. Well equipped ocean sailer. Full keel with liferaft, EPIRB, dinghy, solar panel. Lots of ground tackle, etc. In dry storage in Kailua Kona, Hawaii. Call (707) 888-9195.

ERICSON 30 Mk II, 1978. Monitor windvane, R/F. New head and H/T. Inflatable with outboard, lots of extras. Great condition. \$18,500. Call (650) 506-2729 (days) or (650) 593-9402 (eves).

CATALINA 30, 1979. Diesel rebuilt 1999. Wheel, roller furling. New bottom 7/01. Survey. New standing rigging, lifelines. Newly painted mast/boom with LPU. New head, holding tank, plumbing. Lines led aft. Self-tailing Barient, cruising spinnaker, new canvas. Comfortable Bay boat. \$24,500. Call Robert (253) 265-1706.

32 TO 35 FEET



ALBERG 35, 1963. Hull #34, documented. A beautiful offshore-capable fiberglass yacht with classy traditional lines. New custom teak and mahogany interior. All new sails. Well equipped electronics/nav, extras. Please call for all details. A must see at \$26,000. (925) 299-8846.

HUNTER 33 SLOOP, 1980. 15 hp Yanmar inboard diesel. 110%, 90% genoa. 100% working jib. GPS, EPIRB, VHF, depth, wind, speed, speedometer. Charger for 2-80amp marine batteries. New 8-ft inflatable. 5 hp outboard, very old. Hot/cold pressurized water. \$20,000/neg. Call Phil (707) 664-1202.

CONTESSA 35, 1976. Great shape, newer mast, standing rigging, Harken roller furling, almost new sails, Perkins diesel, liferaft, radar, dodger, GPSs etc. Very capable, USCG documented vessel, can go anywhere. \$39,900/obo. Mike (408) 202-2433.

GULF 32, 1985. One owner pilothouse sloop. Documented, excellent condition. 32 hp Universal engine, windvane steering, roller furling. Recent survey. Presently in San Diego area. Must sell. Please call (907) 776-8221 or (907) 776-5629 or (858) 279-1815.



YOUNG SUN / WESTWIND 35, 1982. Bluewater cruiser, cutter rigged, heavy displacement long keel, canoe stern. Lots of storage. Aluminum spars, Yanmar, Norcold refrigeration, inverter/charger, VHF, radar, GPS, Loran, autopilot, Kenwood AM/FM/CD. Main, staysail, jib, drifter. 60 fuel, 120 water, 20 holding. Monterey Marina. \$70,000. (280) 699-4798 or email: twhwlc@aol.com.

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HUNTER 340, 2000. Pristine condition. ST 60 instrument package, backup depth-sounder. UXO TV antenna, TV, Autohelm, dodger, bimini, cockpit cushions, new bottom paint February 2003. San Diego. \$88,000. Call (619) 227-7507 or email: hjones1952@aol.com.

RANGER 33. STEAL THIS BOAT (before detailed and listed.) Yanmar diesel. Refitted: rigging, lifelines, roller, electrical system, plumbing, cushions, canvas, more. Lots of older sails. New spinnaker, drifter and storm sail. Around \$20,000/obo takes her. (510) 482-1333 or (510) 206-2800 or email: escapeartist13@yahoo.com.

BALTIC 35, 1986. Great aft cabin. Teak cockpit. Upgraded winches, Harken RF, spinnaker equipped. \$65,000/obo. Call (408) 523-6697.

APHRODITE 101, 33-FT SAILBOAT. Built in Denmark, 1977. Good looking, built to race, easily singlehanded. Good condition. Currently located in Vallejo, can be shown most weekends. \$11,900/obo. For additional details, list of equipment email: gllan@oro.net or call (530) 288-3344.



FISHER 34 MOTORSAILER. Pilothouse ketch. Excellent condition 60 hp diesel. Alpha autopilot. New stove, fridge. Radar, VHF, DS plus many extras. Private 1/4 berth. Hot water and cabin heaters. \$95,000. Call (360) 437-8212 or email: brownm@cablespeed.com.

LAPWORTH 32. Built by Hank Easom at his Sausalito boatyard in 1962, this Bill Lapworth designed sloop is perhaps the finest remaining example of her class afloat today. Mahogany carvel planking on white oak frames, spruce spars, mahogany coach roof and teak cockpit sole. Volvo Penta diesel and a full complement of sails. Firm \$10,000. Marina del Ray berth. Please email for further details: lapworth32@hotmail.com.

CHALLENGER 32, 1977. Great liveaboard. Diesel, low hours. Roller furling, new Force 10 stove, new custom mattress, new canvas. Good condition, with slip. Surveyed 2000. OWC. \$22,000. Call (415) 350-2249.



GULF 32. This beautiful vessel shows as new, with an \$11,000 refit in 2000. Built 1989 by Capital Yachts. 6'7" headroom. Pilothouse with steering and engine controls. Sleeps 6 comfortably. Wilcox Crittenden Imperial head with holding tank/overboard choice. North sails in immaculate shape, all lines run aft. Roller furling. Universal 40 with low hours. Option to buy brand new in-the-box Monitor windvane. Warm teak interior, beautiful glass fronted cabinets. Dining table folds up to create open salon. 3-burner Hillerange. VHF, GPS, knotmeter, fuel gauge, stereo with speakers throughout cabin. \$60,000. James or Dena (510) 484-1039 or email: dena@babeland.com.



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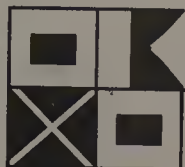
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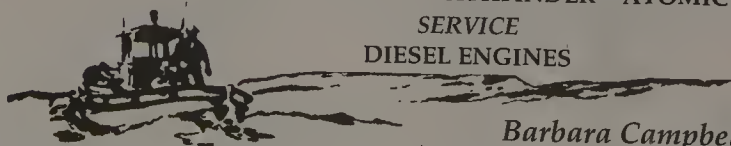
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CHEOY LEE 35, 1980. Rob Perry design. Complete refit in 2000. New rigging, Furuno radar, cockpit autopilot, Adler-Barbour refrigerator, new upholstery, electric windlass, Ham radio. Harken roller furling with North Sails 110% jib. Force 10 stove and BBQ, 406 EPIRB, liferaft, GPS chartplotter, Balmer alternator with regulator, Siemens 55 and 75 watt solar panel. 9-ft dinghy with 3.3 mercury. Located at Panama Canal and ready to continue cruising the Caribbean or Pacific. \$41,000. Please call (909) 878-3320 or email: smccrosky@homefundamerica.com.



CAL 34 Mk III. New 12/02: Forespar mast, boom, Ullman main, ProFurl roller furling, standing and running rigging, bottom paint. Epoxy bottom, 2000. Electronics, H/C pressure water, CNG stove. Westerbeke 24 hp diesel, low hours. Sausalito slip. \$30,900. Call (209) 304-4723 or (209) 296-5199.

YORKTOWN 35 CENTER COCKPIT, 1974. Great liveaboard. Has been used as liveaboard for 8 years. Aft-cabin, shower and more. Inside and out in great condition. Needs new engine. \$18,000/obo. Please call (650) 363-9237 or email: kidd@rocketmail.com.



PEARSON VANGUARD 32.5, 1963. Documented. Yanmar diesel engine, roller furler, Aries windvane, autopilot, dodger, VHF, GPS. All lines led to cockpit. Hauled, new bottom paint 12/02. Presently in Vava'u Tonga, South Pacific. \$26,900. Please call (925) 829-5256 or email: JJAntares@aol.com.

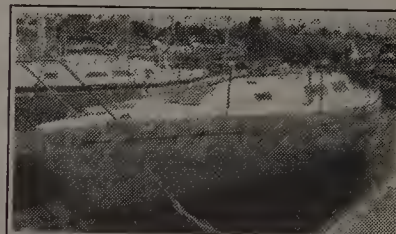
HUNTER 33.5, 1994. Shows and sails like new. ProFurl roller furling, heavy duty winches. Yanmar diesel engine with fire suppression system, extra mainsail, and new dodger. San Leandro. \$57,000. Call (805) 462-1267.

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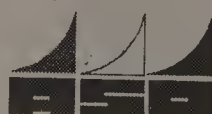
PETERSON 33. Fast, strong coastal/club racer with custom rigging, 5 head sails including spinnaker. Beautiful teak interior with nav station, galley and CNG stove, berths for 7, Yanmar 12 hp diesel. See photos online: <www.flash.net/~trumbolz/peterson33> \$21,000. (408) 776-4675.

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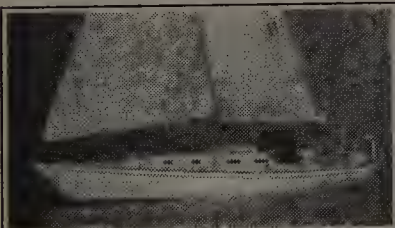
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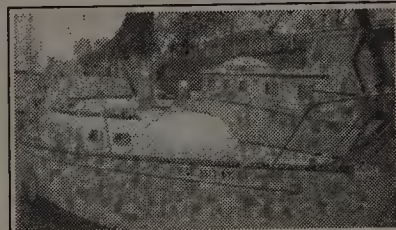
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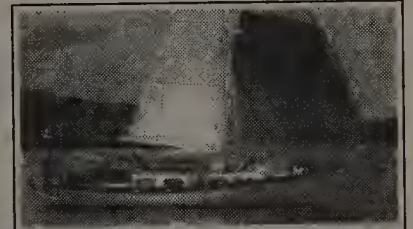
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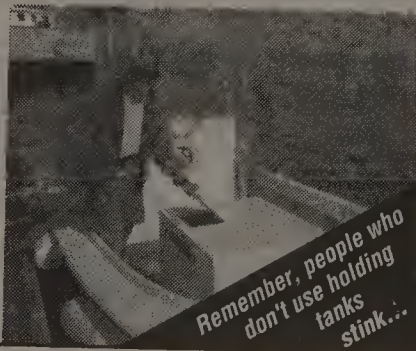
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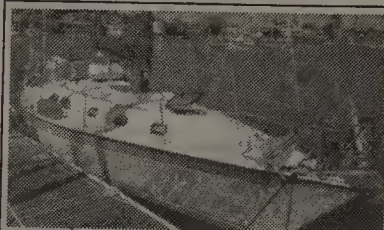
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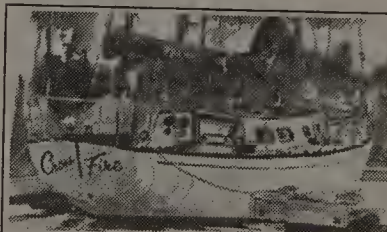
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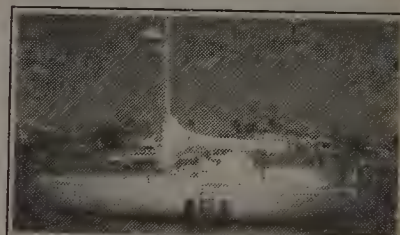
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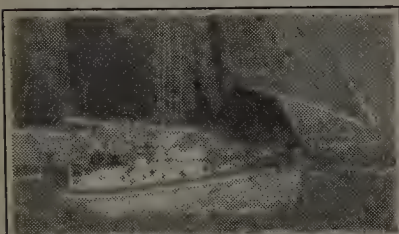
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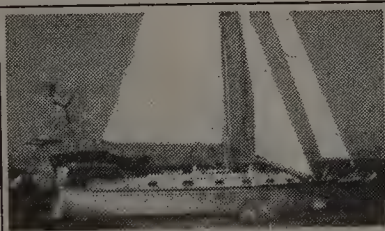
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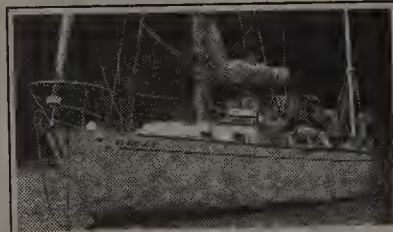
CT 41 KETCH, 1973. Fiberglass hull, sleeps 6 or 7, teak interior, decks and railings. 4 cyl Isuzu diesel engine, set of sails. Original 12-ft dinghy on davits which matches boat. \$42,000/obo. Call Shirley (650) 369-0454.

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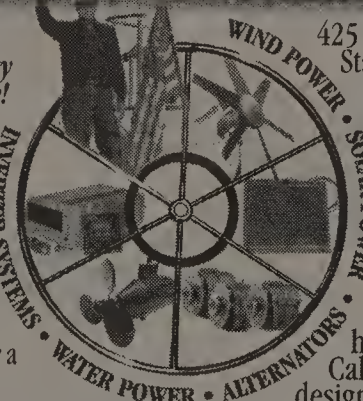
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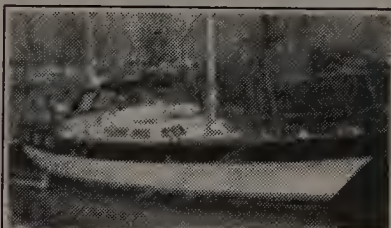
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ISLANDER 41, 1979. Mexico vet, 20 gph watermaker, freezer, electric windlass, two autopilots, davits, solar panels, radar, VHF, GPS, Ham, depth, roller furling. See pictures at Website: <http://home.attbi.com/~sailmakai/makai.htm> \$75,000. Please call (562) 537-7784 or email: sailmakai@hotmail.com.



TRINTELLA VICTORY 48, 1977. Highest quality, Dutch built. Architect Van de Stadt. Hull by Tyler. Interior by Souter's, Cowes, England. One owner yacht, continuous upgrades. Leisure furl boom, 1999 Perkins diesel. Loaded with equipment, ready to cross oceans. \$149,000. (888) 841-1155.

GULFSTAR 50 KETCH, 1977. Center cockpit, 62 hp diesel, 100 gals fuel, 200 gals water. Robertson autopilot, Furuno radar, Harken furling, Lighthouse windlass. Separate refrig/freezer, 8 gph water maker, Sailomat windvane, solar panels, 406 EPIRB. Ready to cruise. \$102,000. Please call (209) 795-7904 or email: jemrfy@yahoo.com.

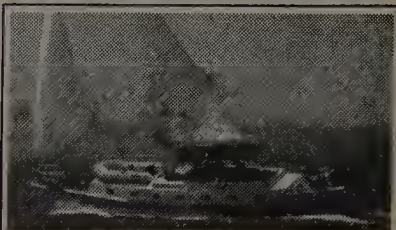


42-FT DUTCH BUILT STEEL KETCH. Completely and extensively equipped for liveaboards and worldwide cruising. Lies in Fiji and must be sold for health reasons. Under value \$70,000. Email for history and details: mataharisailing@t-online.de.

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HALLBERG-RASSY 42 KETCH, 1982.

Fully loaded, B&G instruments, Icom SSB, VHF, GPS, Furuno radar, autopilot, genset, solar panels, AC, shorepower, DC and engine refrigeration, Force 10 4-burner stove, 4 anchors, windlass, windvane, 10 sails, ProFurl roller furling, mast steps, hot/cold water pressure system, watermaker, large engine room, Max Prop, liferaft, Avon, Mercury 15 outboard, and more. Well maintained, great condition. \$179,000. Call (510) 579-5602.



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43-FT CUTTER FOR SALE. Steel hull. Mint condition. Has completed several memorable voyages to Antarctic and S. Georgia. Leaving Chile 4/15 bound for Europe via Panama. Can be bought en route. Built by same Danish yard that built Dashew's Deerfoot 74. \$210,000 USD. See Website: www.sherzo4sale.com for details. Email: thorkil@esenet.dk.

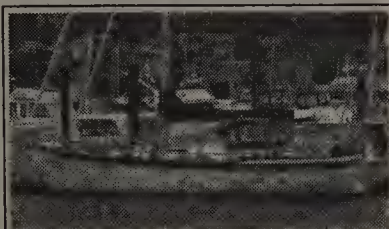


HYLAS 47, 1986. Sparkman & Stephens design. Queen Long Marine. Center cockpit 3 stateroom cutter world cruiser. Fully equipped. Complete spares for main and generator with low hours on both. Washer and dryer, GPS, SSB, radar, MaxProp, autopilot, hydraulic vane and backstay, roller furling, fully B&G. The list goes on. Must see. Moss Landing, CA. \$225,000. Call for photos and complete list of equipment: (831) 262-1940.

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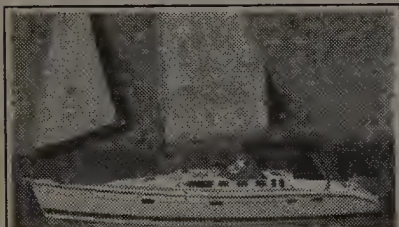
ROBERTS 45 FIBERGLASS SLOOP. Center cockpit, 3/4 keel, beamy. Low-profile, insulated cabins, huge aft suite. 65 hp diesel, pedestal steering, enclosed cockpit. Partially finished, some built-in furnishings, galley, head, shower, hot water system. Liveaboard ok. \$27,500. Call (408) 288-7578.

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HUNTER 460, 2000. Two staterooms, 2 heads plus full office. Every option including furling main, genset, AC, dual radar/chart, AP, cockpit enclosure/bimini, lots more. Specs and photos at <http://briefcase.yahoo.com/h460cabernet> Crisis sale, reduced \$229,500. Call (707) 758-9046.

LE COMTE 40 SLOOP, 1971. Fast cruiser. Furling jib, reliable Perkins engine, full galley, private marine head, recent zincs, topside and bottom paint, many sails. \$45,000. Call (510) 917-1855.



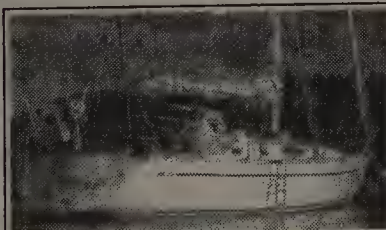
FIRST 45f5 BY BENETEAU. Asking \$135,000. Yes, that's right. It's not a typo. 1991 three cabin version of this Bruce Farr designed model. Yanmar diesel. Newer Hood Vectran 135% jib on ProFurl. Newer Hood Vectran full batten main with Batslides and Dutchman system. Autohelm radar with radome on backstay. Rigid vang. Dodger with cover. 3-blade Max feathering prop. Holding plate fridge. Newer KVH Quadro depth/log. Autohelm 6000+. Navtec backstay tensioner. This is a phenomenal yacht which has been well cared for and much loved, but the new one is on its way. This is a great opportunity to own a high caliber yacht at a great price. Call Chris (415) 505-4589.

TASWELL 43 CUTTER, 1992. Excellent condition. Autohelm 7000, Furuno 24-mile radar, Yanmar 50 hp with dual Racors, GPS, chart plotter, ICOM SSB/Ham. Martec feathering prop, watermaker, Glacier Bay refrigeration, cruising spinnaker, EPIRB, liferaft, davits, etc. \$325,000. No brokers. (707) 996-8175.



48-FT COLD-MOLDED CRUISER. Lapworth performance design. Sleeps nine, two heads, electronics, sail inventory, ready to go. See Website: <www.jessiesontheloose.com> for complete info and pictures. *Nalu IV* on SF Bay. Price reduced to \$99,000. Call (510) 769-6753 or email: nalufour@compuserve.com.

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JEANNEAU 47, 1992. Fully cruiser-outfitted in 2001. 3 cabins, 2 heads, 75 hp Yanmar. This cruiser/racer is roomy with 15-ft beam. Will deliver. See Website for complete equipment list and photos: <www.pollingelectric.com> \$220,000/obo. Call (707) 287-0270.

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SPINDRIFT 43, 1983. Delight. Serious cruiser, double-ended pilothouse cutter. Solar panels, wind generator, dodger, 2 watermakers, 2 refrigeration systems, new stove, custom shower, diesel heater, davits, mast re-done. Excellent condition. Continuously upgraded over last 15 years. \$165,000. Email: dcolvin@jetlink.net or call (805) 813-0818.



MORGAN 41, SLOOP, 1972. Three years of renovation transformed this world cruising vet into best 41 on the coast. Complete with new stainless mast pulpits, davits, radar arch, custom nav console, full cockpit enclosure, standard electronics. Sparcraft mast and boom, full-batten main, eight bags of sails, roller-furling. Electric windlass, solar panel, Avon RIB, Sterling LP paint job, new upholstery and foam, fireplace, two heads with showers, two fridges, custom computer station, cruise anywhere, great liveaboard. \$75,000. Please call (562) 706-4334 or email: sailfast6@juno.com.

WESTSAIL 42, 1974. Cutter rigged, dark green hull, LPU 1999. Aft cabin, center cockpit, hard dodger, teak decks and interior, new electronics. 80 hp Perkins diesel, too many items to list. Go anywhere in this boat. \$85,000. Call (831) 469-4551.



CRUISE OR LIVE ABOARD. S&S Comanche 42, 1970, like Hinckley 40. Chris Craft built semi-custom ocean cruiser/racer, f/g, bulletproof, fast, recent refit, new rig, profurl, anchor gear, sails, interior, electrical, dodger. Strong Perkins diesel. \$53,950 or partnership. Also, Cascade 36 for sale. (415) 331-7576.

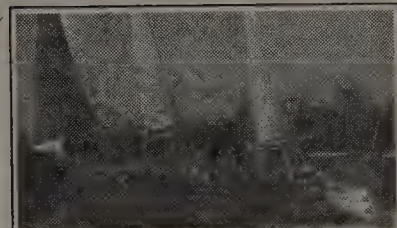
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HERRESHOFF 60 KETCH, 1980. Tangele wood strip planked on oak/bronze. GMC 6-71 diesel, 200 hrs. Recent \$50,000 refit. Fast seaworthy double-enders, 10 knots. Carries fuel and water for 2 month voyages or liveaboard. Best offer over \$35,000 or trade land. Call (562) 899-0774.



SUPER MARAMU AMEL, 1998. 2 autopilots, watermaker, genset, bow thruster. 3 freezers, 3 air conditioners/heaters, washer, micro, TV/VCR, 710 ICOM, 36-mile radar, 110v, 220v shorepower, inverter. 8-man liferaft, Zodiac and motor. Lying San Francisco. \$575,000 invested. Must sacrifice \$450,000. (775) 265-5767 or email: amel98@dellepro.com.

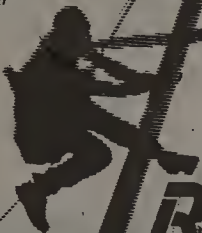


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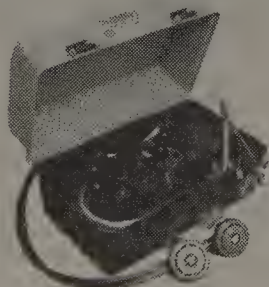
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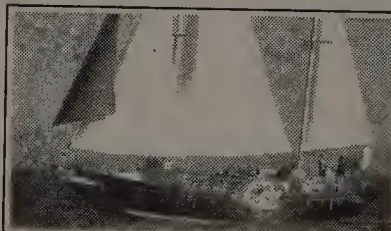


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CHEOY LEE 52, 1981. Trawler/motor-sailer. Twin Ford diesel engines, long range: 1,200 gallons fuel, 600 gallons fresh water. Large pilothouse, spacious accommodations. Aluminum spars, roller furling main and jib. \$250,000. Please call (530) 796-3100.

ROBERTS 53 CENTER COCKPIT insulated steel ketch. Mexico? So Pacific? This Fall? Detroit diesel, manuals/spares. Self-stowing chain rode, Norseman, 2 Profurfs, self-tailing winches, Dutchman, mast steps. 2 spinnakers in socks. Furuno radar, SSB/Ham, Robertson AP. Liferaft. Achilles on davits. Village and Power survivor WMs. Refrigeration, stall shower and bathtub. Recent bottom sandblast/inorganic zinc coat. Giveaway at \$59,000/obo. Brisbane SF. Call (530) 676-3181 or email: bsuki33@aol.com.



FORMOSA 51 KETCH, 1981. Hauled January 2003. Black fiberglass hull, teak decks/trim, Sitka spruce spars. Roller furling boomless main, staysail. 80 hp Ford-Lehman diesel, much more. Beautifully maintained. Set up to singlehand. \$139,500. Call (650) 326-1430 or email: capttd@pacbell.net.

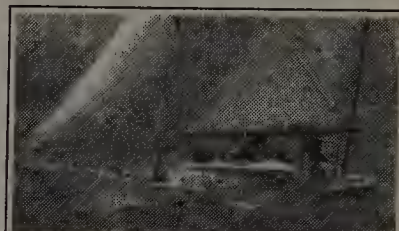
HUNTER 54. Completely refit. New mahogany interior. New LPU. Carbon fiber retractable pole. New mast, rig, line. New diesel. New epoxy bottom. All new electronics. Autopilot. All new hardware. Water ballast. This is a must see. \$96,000. Call (415) 385-1626.

65-FT PILOTHOUSE SCHOONER, 1917. Heavy wood construction, junk rigged, 6-71 Lohr rebuild. Pacific vet. Comes with Sausalito mooring. \$35,000. (415) 331-3612 or email: daveandroselle@msn.com.



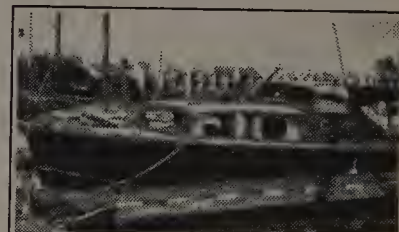
CLASSICS

1941 WOOD YAWL. 36-ft on deck, 44-ft overall. Full cover. Teak decks and cabin sole. 1978 diesel with 1,470 hours. Flies five sails and more in locker. Winner Master Mariners M2 Division, four times. \$12,000. (510) 533-3842 (1-5 pm only).



100 YEARS, 3 OWNERS, PROVEN keeper. This is a rare chance to own what may soon be the oldest SF built boat still in private hands. Price negotiable, adoption possible. 1904, LOA 50-ft, Beam 13-ft. Please call (415) 388-2634.

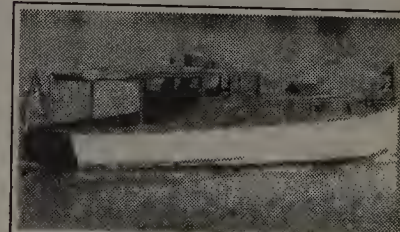
HERRESHOFF 28 CLASSIC KETCH, 1962. Full boat cover, Atomic 4 engine newly rebuilt, Autohelm, roller furling, VHF radio. Professionally maintained. Beautiful wooden classic. Price reduction to \$20,000/obo. Call (510) 793-7489 (eves) or (510) 410-1426 (days).



JEFFRIES 34, 1952. Mahogany and plywood hull, twin engines, sleep 6, very beautiful, well maintained, eye-catcher, forced to sell, moved. Dramatically reduced \$17,900. Located in San Rafael. Call (561) 255-4723.

MASTER MARINER WINNER. *Pisces*. Classic 28-ft, 1933 Ashbridge design. Flush deck marconi sloop, very original, perfectly maintained. Four berths, enclosed head, wood stove, autopilot, VHF radio, inflatable dinghy. Yanmar diesel. \$17,000. Call (707) 480-3876 or email: re@well.com.

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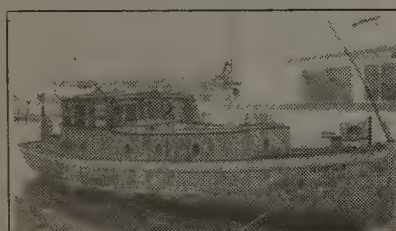


STEPHENS 34 EXPRESS CRUISER, 1929. Perkins diesel. Full cover. Well-maintained classic with teak cabin and decks. Bottom painted April 2003. Ready for Bay and Delta cruising. \$25,000. Call Bob (415) 485-6044 or David at (510) 215-0542.

ALDEN CUTTER, 1936. LOD 29-ft, LOA 36-ft. She's a real beauty. Reliable Albin diesel, bronze hardware, teak deck. Ready to sail in Berkeley. \$12,000. Call Sergio (415) 346-4503.



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SEARUNNER 37, 1983. 39x23. Yanmar 3HM35, low hours. Diesel stove and heater, KM, DS, 3 anchors, new staysail and running rigging, Autohelm 3000. See at Website: www.kpunet.net/~karlyenk/EquipmentList.html. Located Blaine, WA. Asking \$45,000. Call (360) 332-0992.



ADMIRAL 47, 1996/98. 47-ft Lavranos designed South African fiberglass cruising catamaran. 28-ft beam/plenty of space/storage. Fixed keels, large water/fuel tankage, 4 cabins/heads, forward crew cabin/head, galley up with fridge and deep freeze, ice-maker. Unique large chart table, satellite phone and weather, full electronics. Twin steering, 38 hp Yanmars with saildrives. Stout rig with fully battened main, genoa, gennaker, electric mast winch, davits with electric winch. 2 liferafts, 2 wind generators, 8kw generator, 23 gph watermaker, washer/dryer, etc. \$315,000 delivered to SF Bay. Please email: wemard@edptlaw.com or call (415) 383-8122.

24-FT FIBERGLASS TRI. Open wing daysailer, beam 18-ft. \$2,500/obo. Call (916) 777-6641.

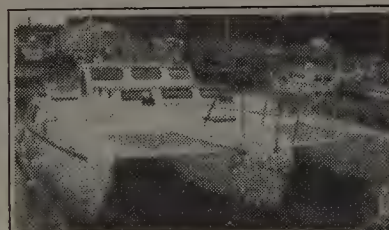
MARPLES 37 CONSTANT CAMBER. Mexico/Hawaii vet. New mast, standing rigging 04/01. Engine rebuild 11/02. Autopilot, watermaker, solar, inverter, many recent upgrades. Great fast cruiser. First \$60,000 takes her. Information packet and photos available. Call (760) 458-5032 or email: pandjsaline@earthlink.net.



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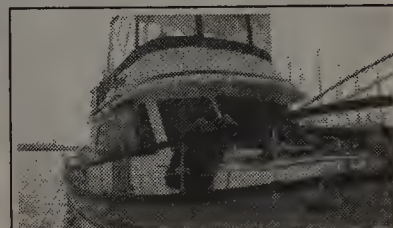
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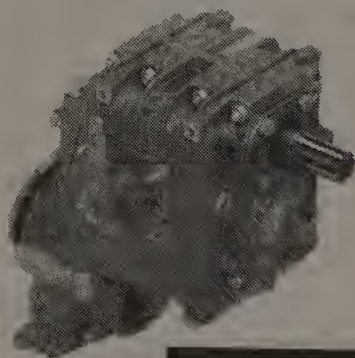
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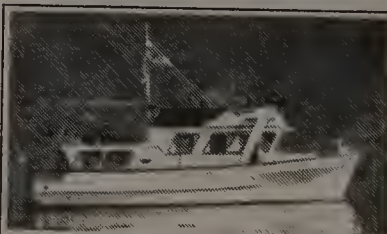
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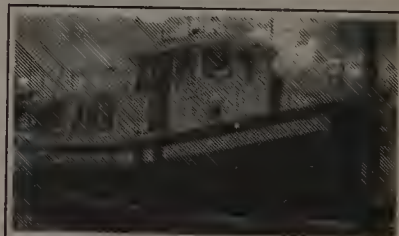
1964 CLASSIC YARD TUG. 25' x 8' x 4'6". 5.5 tons. Built by WC Garvie, SRYH. Fir and cedar on oak. Newer 2-53 Detroit diesel. View at Harbor Center, 357 Francisco Blvd., San Rafael, CA. \$5,500 or trade BMW cycle. Call (562) 899-0774.

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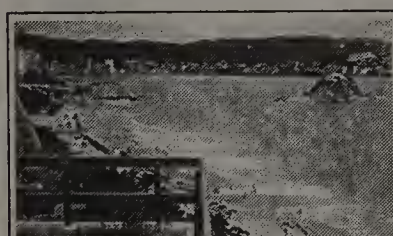
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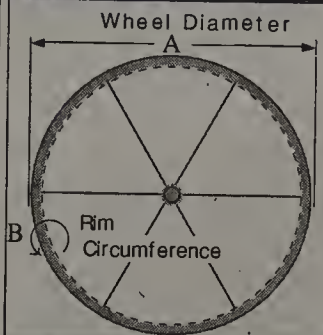
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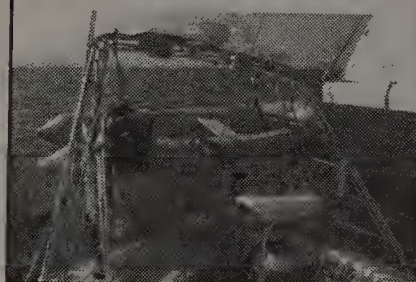
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SAFE BOATING CLASSES offered to the public in the Sacramento area. The six-week class begins on May 22, 7 pm to 9 pm, at the Trinity Episcopal Church, 410 Wool St., Folsom, Ca. Call (916) 492-5566 for further details.

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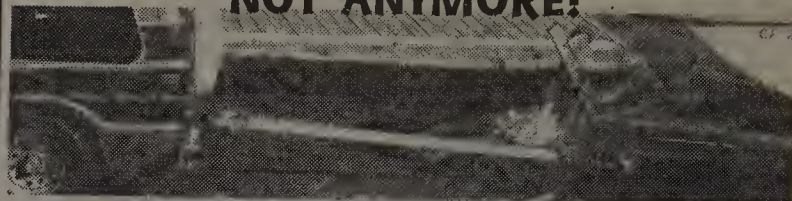
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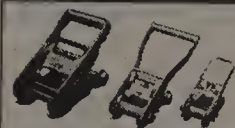
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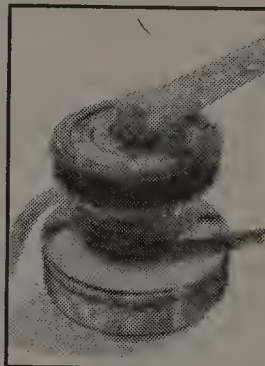
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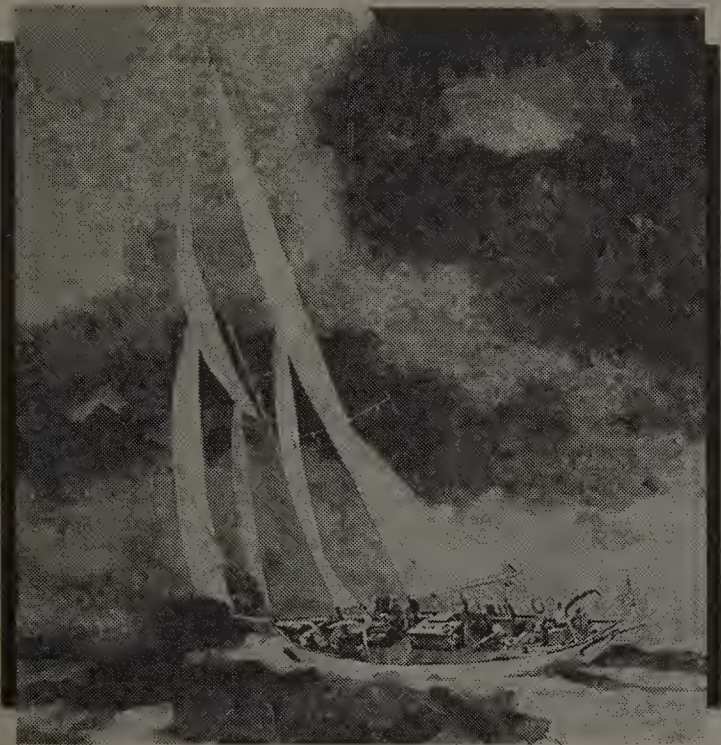
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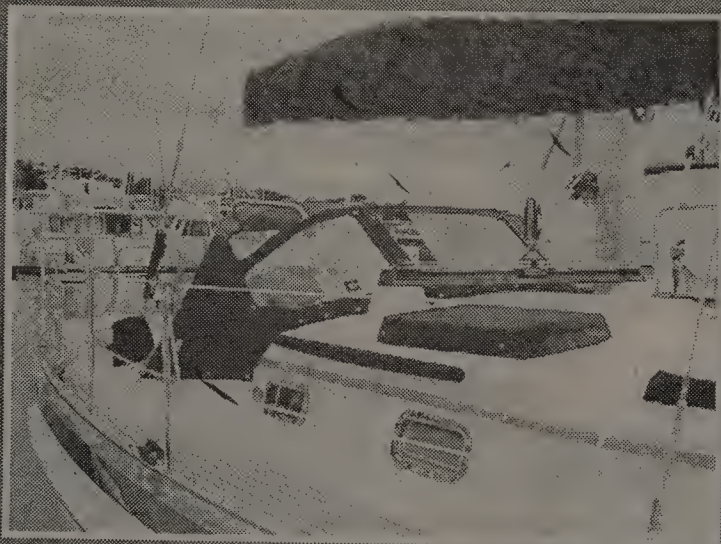
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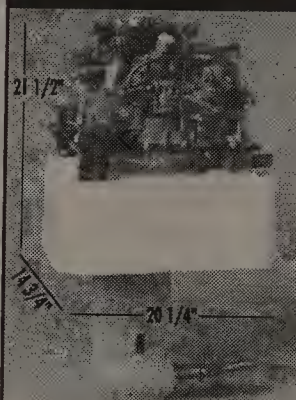
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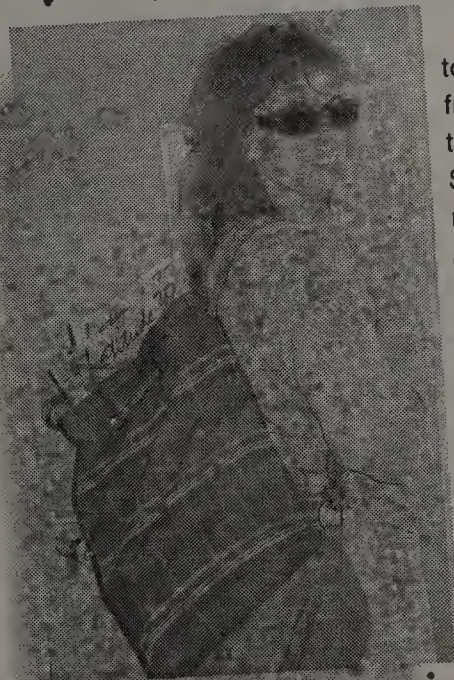
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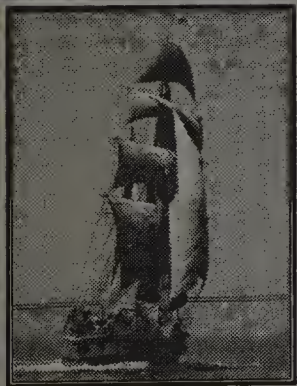


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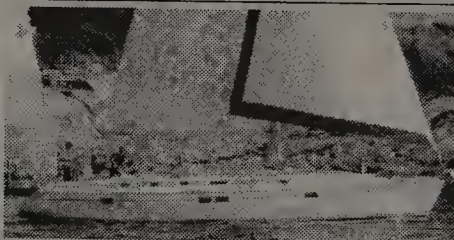
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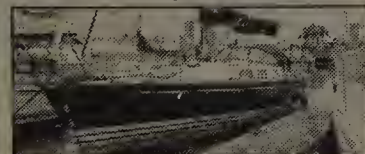
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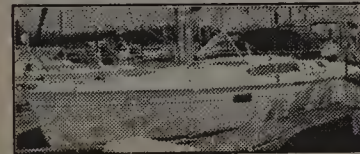
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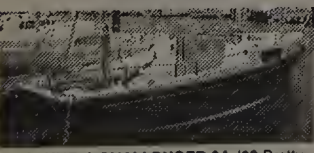
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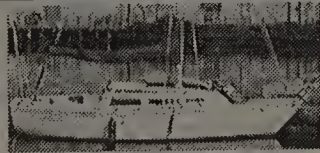
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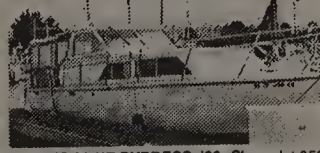
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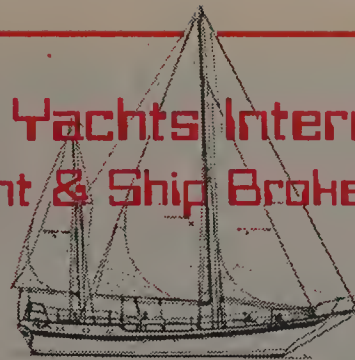


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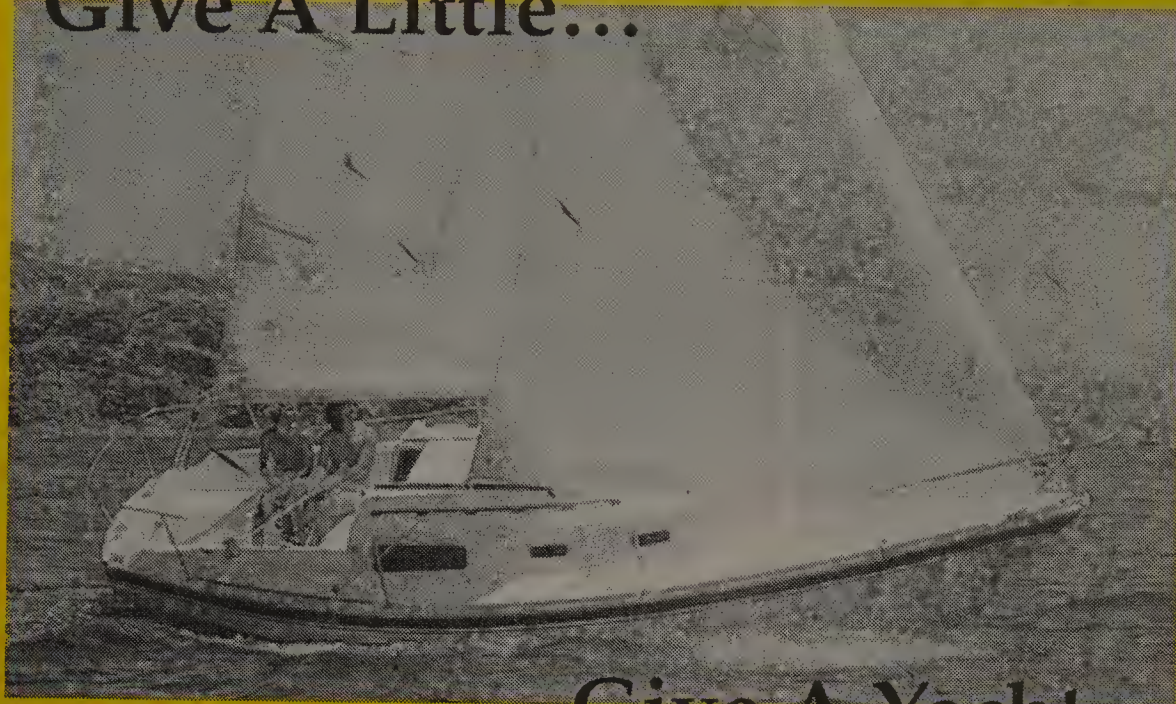
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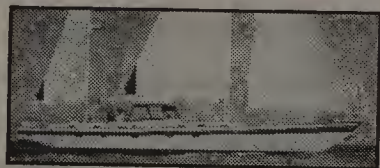
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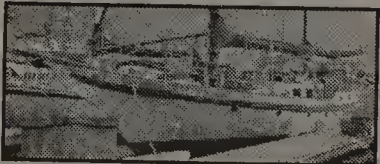
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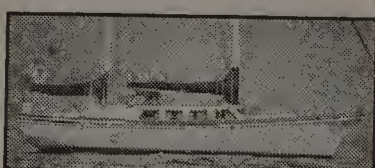
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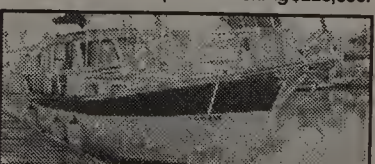
36' UNION POLARIS, 1985

Robert Perry design, radar, GPS, autopilot, wind instruments, dodger, watermaker, excellent condition. Asking **\$95,000.**



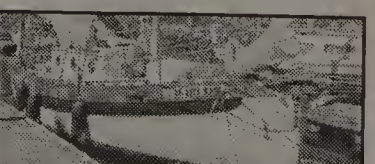
53' SKOOKUM KETCH MTSL, 1975

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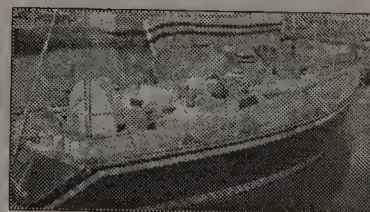


22' FALMOUTH CUTTER, 1981

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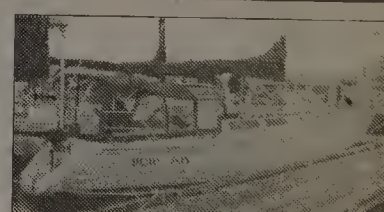


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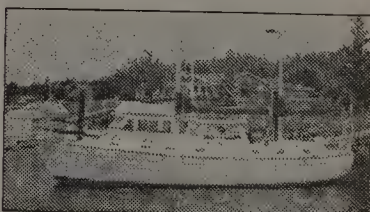
42' BALTIC DP, 1982

Baltic quality, speed and a wonderful 2-cabin/2-head layout define this thoroughbred. *Fury* is hull #19. Only two owners, many upgrades. Owners' centerline queen berth, separate freezer, pilot berths, new cushions and beautiful teak finish. Pacific Cup and Vic-Maui veteran perfect for the serious sailor. **\$214,900.**



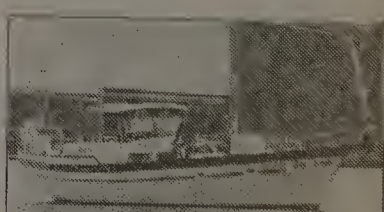
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46' MORGAN KETCH, 1979

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52' IRWIN KETCH, 1977

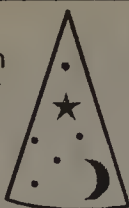
Niye Keemais is a 2002 Vic-Maui veteran with over \$40,000 spent for the race on upgrades. All the comforts of home include washer/dryer, watermaker, tub and shower, keg cooler, larger sail inventory, roller furling main and jib and much more. Vessel is located in Alaska. **\$189,900.**

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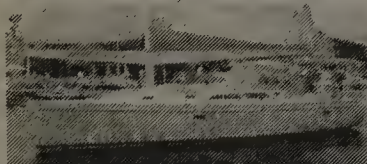
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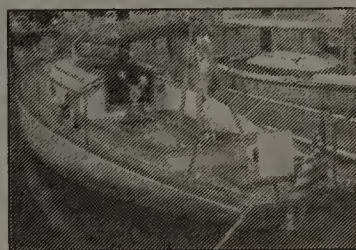
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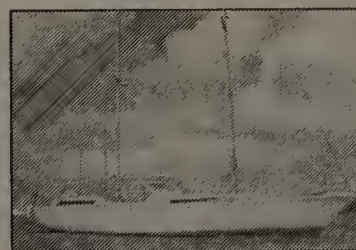
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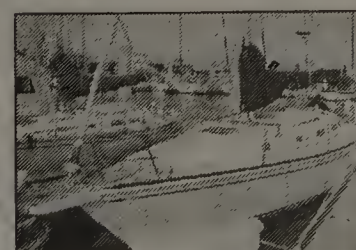
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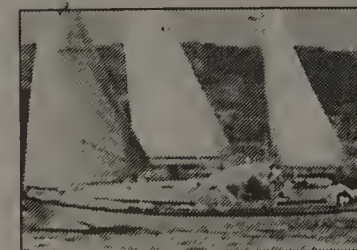
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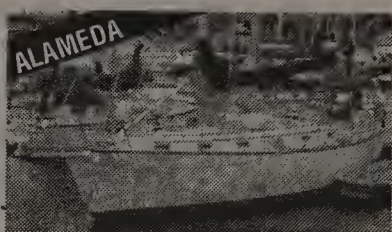
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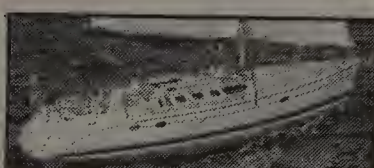
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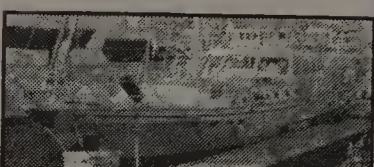
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47' TAYANA CENTER COCKPIT CUTTER, 1991

Well-equipped Robert Perry-designed center cockpit cutter, large fin keel, skeg-hung rudder, deck-stepped mast. Very nice inside & out with renewed brightwork and teak decks, full electronics, rebuilt winches. Spacious interior, recently renewed upholstery, flawless teak joinery.

\$265,000



REDUCED

See at:
www.marottayachts.com

52' IRWIN, 1984

Some of the roomiest accommodations you're going to find on a yacht this size! Never cruised, very low hours on Perkins diesel and Westerbeke generator, new electronics and numerous recent cosmetic upgrades (\$20,000+ spent in past year).

Significantly reduced to \$185,000, below market.



NEW LISTING

See at:
www.marottayachts.com

41' BENEteau 411, 2000

The 411 won a *Cruising World* Boat of the Year award in 1998 for Best Value, Full Size Cruiser. This particular boat is the two-stateroom, deep-keel version and has the more powerful Yanmar engine (on upgrade from the stock Westerbeke) as well as the furling main. Never cruised and with less than 300 hours on the engine, she shows very nicely.

\$179,000



See at:
www.marottayachts.com

37' SHANNON CUTTER-RIGGED KETCH, 1987

The only Shannon 37 on the market at present, this boat is both clean and well equipped. She's always been meticulously maintained and equipment list includes a refurbished interior, updated standing and running rigging, full cruising electronics and a rebuilt engine. By appointment.

\$179,000



See at:
www.marottayachts.com

40' JEANNEAU SUN ODYSSEY, 2001

Well equipped and very clean late model aft-cockpit cruiser with three staterooms, dual helms, low hours on engine. Also dodger, full electronics, roller furler headsail. Note this is one of the few boats of this size with dual helms and is also the deep-draft version, preferable for the Bay.

Now \$157,000



See at:
www.marottayachts.com

43' HUNTER 430, 1995

Designed to deliver style and comfort in a vessel that's fast, easy to sail, stable and comfortable, this yacht will be available for inspection in early June. Original owner, boat VERY competitively priced.

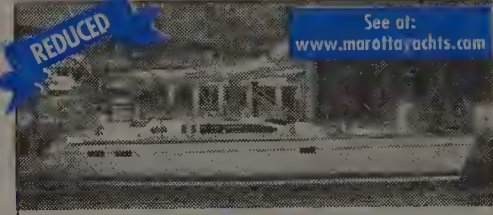
Owner motivated.
Now \$149,000



See at:
www.marottayachts.com

43' C&C CENTER COCKPIT, 1983 This classic has been extensively renewed and updated, including a reported \$100,000 of custom interior work in 1962-1964. Recent work includes replanking, rewiring, replumbing, new upholstery, new electronics, renewed brightwork and paint, new rigging and sails (including ProFurl roller furling). Must be seen by anyone who appreciates these rare beauties.

\$139,000



REDUCED

See at:
www.marottayachts.com

40' HUNTER LEGEND 40.5, 1996

This one owner vessel spent a good part of her life in fresh water, has never been chartered and shows as new. 350 hours on Yanmar, two stateroom/two heads, tremendous amount of light below, boat looks like she's never been used.

\$129,000



See at:
www.marottayachts.com

34' HUNTER 340, 1998

Exceptionally comfortable and functional for a boat this size, both inside and out: two private staterooms, large head w/shower and a salon that can seat eight plus a great cockpit for sailing or entertaining. Lightly used vessel with only 260 hours on Yanmar diesel, sails look as new, low maintenance exterior. She'll make a fine Bay boat. **\$84,500**



See at:
www.marottayachts.com

41' CHEOY LEE OFFSHORE KETCH, 1979

Restored classic cruising ketch. Pride of ownership throughout, see to appreciate. 2001 survey notes, "This is an immaculate and nicely refurbished vessel which has an excellent construction layout by one of the world's best builders." Less than 300 hours on repowered diesel. Transferable Sausalito Yacht Harbor slip.

\$79,900

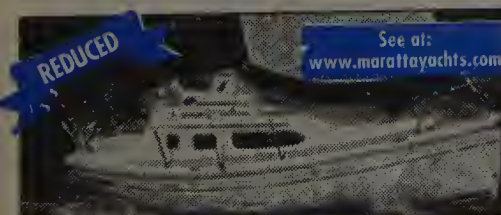


See at:
www.marottayachts.com

32' HUNTER 320, 2000

The 320 is already being hailed as another hit from Hunter, perfect for Bay or coastal. Very clean boat, deep draft version preferable for the Bay. Transferable Sausalito Yacht Harbor slip.

\$79,000



REDUCED

See at:
www.marottayachts.com

29' HUNTER 290, 2000

For a boat this size, the Hunter 290 offers an amazing amount of space both above and below decks and was one of *Sail* magazine's "10 Best" for 2000; this particular boat is lightly used (only 57 hours on Yanmar diesel), well equipped and shows as new.

\$54,900



37' ERICSON, 1974

This classic Bruce King design is, in addition to being a very good Bay boat, also very capable in the ocean. She's been well maintained with a Westerbeke diesel upgrade in 1989, recent radar, speed log, depth meter and autopilot, new dodger, and brightwork just renewed.

\$44,000



NEW LISTING

See at:
www.marottayachts.com

32' PEARSON VANGUARD, 1965

Phil Rhodes-designed early fiberglass classic. Note modified full keel, ample ballast and high displacement ratio make for an excellent Bay sailor. One owner 24 years, she's currently offered by her second owner who's moving up to a bigger sailboat, prime Sausalito YH slip can transfer.

\$25,000

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43' BREWER CUTTER, 1980
Aft cockpit, new engine, 50 hrs, great sail inventory, SS8, AP 6000, liferaft and much more!
\$135,000.

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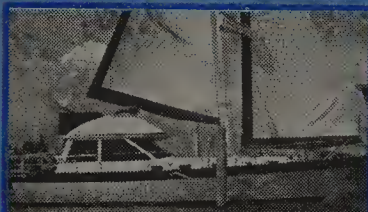
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44' LANCER MOTORSAILER, 1981.
Twin Perkins, dual steering stations. New custom interior. Yanmar genset. **\$115,000.**



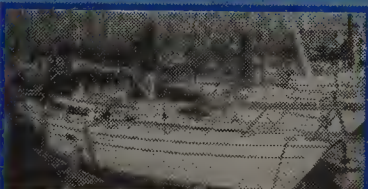
39' SPARKMAN & STEVENS YAWL, '56. Vintage classic, more than Bristol. Meticulously, professionally maintained, sparing nothing. Asking **\$140,000.**



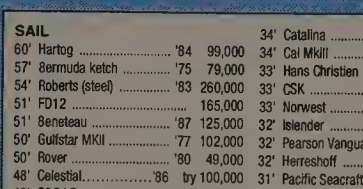
31' PACIFIC SEACRAFT MARIAH
Wheel steering, SS8, AP, radar, electric windlass, inverter, cruiser. **\$69,750.**



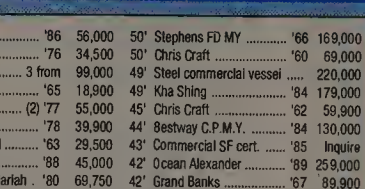
65' LOD CREAKLOCK SCHOONER, 1984
Charter her for a day or own her for the passage around the world. **\$995,000.**



36' CATALINA, '91
Model with open transom/swimstep, total cruise equipped: wind generator, solar panels, inverter, radar, AP, lots more and real clean. **\$85,000.**



39' SPARKMAN & STEVENS YAWL, '56. Vintage classic, more than Bristol. Meticulously, professionally maintained, sparing nothing. Asking **\$140,000.**

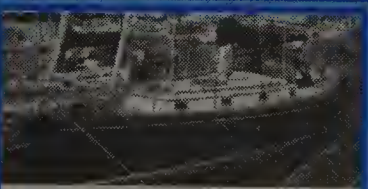


31' PACIFIC SEACRAFT MARIAH
Wheel steering, SS8, AP, radar, electric windlass, inverter, cruiser. **\$69,750.**



65' LOD CREAKLOCK SCHOONER, 1984
Charter her for a day or own her for the passage around the world. **\$995,000.**

SAIL			POWER		
60' Hartog	'84	99,000	34' Catalina	'86	56,000
57' Bermuda ketch	'75	79,000	34' Cal MkII	'76	34,500
54' Roberts (steel)	'83	260,000	33' Hans Christian	'88	99,000
51' FD12	'83	165,000	33' CSK	'65	18,900
51' Beneteau	'87	125,000	33' Norwest	(2) '77	55,000
50' Gulfstar MKII	'77	102,000	32' Islander	'78	39,900
50' Rover	'80	49,000	32' Pearson Vanguard	'63	29,500
48' Celestial	'86	100,000	32' Herreshoff	'88	45,000
48' C&C LF	'80	139,000	31' Pacific Seacraft Mariah	'80	69,750
45' Freedom	'91	244,000	31' Sea Runner trimaran	'78	27,500
45' Liberty 458	'83	197,500	30' Hunter	'90/'92	35,000
45' Hunter	'87	122,000	30' Lancer Mk V	'80	25,000
44' Swan 441, refurbished	'79	179,000	30' Tartan	'75	24,000
44' Beneteau 445	'94	145,000	30' Santana	'75	18,000
43' Christian motorsailer	'67	44,000	30' Catalina	(2) '77 & '85	18,900
43' Gulfstar	'76	89,900	30' Cal 9.2R	'83	24,000
43' Spindrift PH	2 from	95,000	30' Newport	'82	12,500
43' Serendipity	2 from	79,500	30' Cal	'69	15,000
43' Endeavour	'81	169,000	30' Lyle Hess NICE	'97	145,000
42' Custom Schooner	'72	39,000	29' Ericson	2 from	14,000
42' Lu-kat	'00	299,000	29' C&C	'86	24,000
42' S&S	'70	57,500	28H Herreshoff	'00	65,000
40' Sabre 402	'96	269,000	28' Herreshoff, diesel	'61	18,000
38' Chooy Lee	'78	44,990	28' Jensen	'50	16,500
38' Downeaster	2 from	55,000	27' Ericson	'60	22,000
38' Morgan	'79	49,000	27' Jeffries	'75	17,000
37.5 Hunter Legend	'87	74,900	20' Cape Cod	'85	7,000
37' Rafiki	'77	75,000	THREE		
37' Islander PH	'86	65,000	85' Expedition	'88	
36' Cape George NICE	'90	152,000	82' Huckins MY FRP	'77	200,000
36' Islander Freeport	'79	65,000	65' Pacemaker cert. 49 + bus.	'72	499,900
36' Islander	'75	39,000	60' Hartog	'84	99,000
36' Custom Schooner	'72	39,000	59' Kha Shing	'91	375,000
36' Catalina	'91	85,000	58' Spindrift	'85	319,000
35.5 Hunter	'92	89,000	57' Burger (alum flybridge)	'62	345,000
35.5 1st. Beneteau 92	'91	59,500	57' Chris Craft	'65	235,000
35' Baba	'79	75,500	57' Custom PH	'72	39,900
35' Island Packet	'92	139,000	56' Fellows & Stewart	'27	42,000
35' Rafiki	'80	59,000	55' Stephens MY	'58	169,000
35' Hay Scow "Sg Head"	'25	25,900	52' Hershine CMY	'85	274,500
34' Islander	'75/'85	31,500	52' Libertyship	'60	110,000



46' KELLY PETERSON, '86, being shipped to SF after cruising Bermuda, Caribbean & Gulf. **\$225,000.**
46' SPINDRIFT, '83, same layout as KP 46 center cockpit. **\$165,000.**



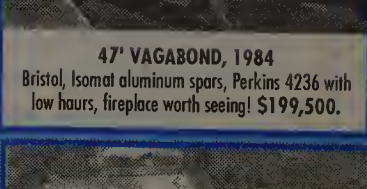
37' HUNTER LEGEND, '87, Interior very light and airy. Two full cabins, Yanmar with 400 hours, new dodger. Pristine! **\$74,900.** Also: **HUNTER 35.5, 1991, \$59,500.** **HUNTER 33.6, 1996, \$75,000.**



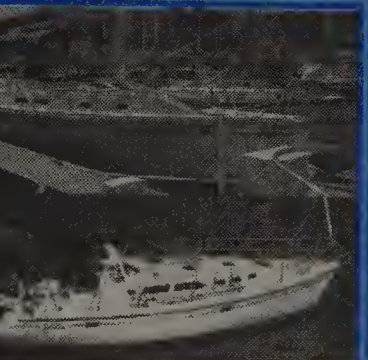
33' HANS CHRISTIAN, 1989
Yanmar low hours, beautiful interior, satin finish, radar, AP, roller furling, dinghy. Asking **\$114,900.**
2 other 33s, from **\$99,000.**



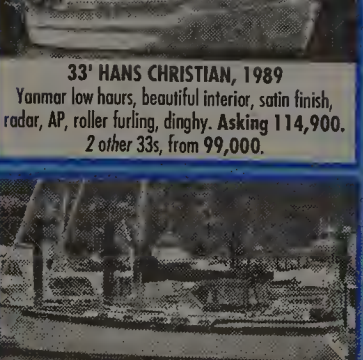
48' C&C LANDFALL, 1980
Rebuilt Perkins 4236, 3 staterooms, 7.5 kw Onan, radar, AP, GPS, raised saloon. **\$139,000.**



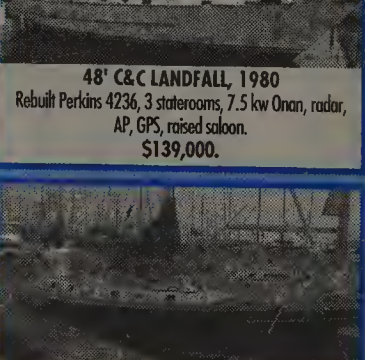
47' VAGABOND, 1984
Bristol, Isomat aluminum spars, Perkins 4236 with low hours, fireplace worth seeing! **\$199,500.**



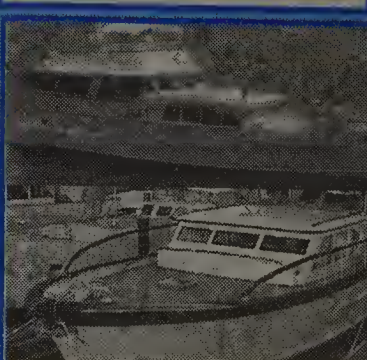
381 MORGAN, 1994, center cockpit, **\$135,900.**
380 CATALINA, 1999, aft cockpit, cruise equipped, **\$179,900.**



45' LIBERTY 458. Loaded with cruising equipment, Perkins 4-236, Hood Vectran sails, quality crafted teak interior. Asking **\$197,500.**



44' CHERUBINI, 1980
Bristol has been continually upgraded. She is the only one on the West Coast. Built in America. **\$450,000.**



63' BURGER, 1966, \$585,000.
57' BURGER, 1962, \$345,000.
Both are Bristol, aluminum and have flybridge. The 63' has 49-passenger certification. The 57' has a Sausalito slip.

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32' WESTSAIL CTR. Dsl, heavy glass full-keeled cruising yacht. Galley, enclosed head, shower & more. Very well respected and popular double-ender. Try **\$32,250.**



26' OSPREY 95 Walkaround Sport/Fish. Near new 230hp dsl, 35kts, RADAR, electronics, h/c press water, shwr, heater, 2-axle galv. flr, galley, 4 berths, head, downriggers, more. **\$59,500.**



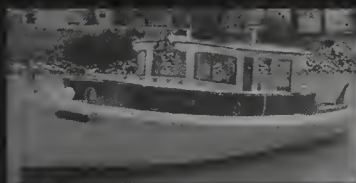
45' CHRIS CRAFT yacht home. F/B & lower helm, huge sun deck, covered cockpit, big 14' beam, 2 staterooms, twin 454s, gen, radar. Asking **\$79,500.**



45' STEPHENS CLASSIC RAISED DECK CRUISER. Beautiful condition! Twin 120 HP Chevy. Crowns. 11' beam, p.a. cedar, bronze. She's an extra nice & well-loved Classic Yacht & a crowd-pleaser. Asking **\$90,000.**



38' RHODES SLP. Well built w/ss armature & full FG sheathing. Whl, dsl, Sutter sails, cutaway forefoot, h/c press, water, depth, speed, log, nav. computer, more. **\$28,000.**



26' CLASSIC LAUNCH. Dsl. She's in beautiful condition & ready for fun. Compact & self-contained including galley & wine rack. Long a S.F. Bay favorite. **\$25,000.**



31' LOA H-28 KETCH. L. Francis Herreshoff's legendary full keel cruiser. Spinnaker, I/B, AP, head, galley. Mahogany on oak, lead ballast, full cover, BEAUTIFUL! Asking **\$22,000.**



43' STEEL MOTORSAILER ketch by Almeer Langara Shipyard of Halland, 4-236 Perkins dsl, P/H, 2 helms, fore cutaway, full keel cruiser. Substantially completed refit. Needs cosmetic work. **\$47,750.**



36' PACIFIC SEACRAFT "MARIAH" model ctr. Marschlatt double-ender in robust glass construction. Low hr Yanmar dsl, 7 sails, roller furl, winch, radar, more. **\$69,750.**



36' HUNTER, 1957 Sedan Express. Twin V-Bs, gleaming varnish, convertible aft deck enclosure, fully galley, swim platform. Very clean. live/cruise. Asking **\$34,000.**

SAIL

66' STA S'L SCHOONER/BOEING SCHOONER, 1934. Rebuild just completed. Some refit left. Dsl 150,000/offers
55' LESTER STONE Classic Yawl, dsl, lots equip., great cruiser Ask 44,000
51' LESTER STONE Traditional Ketch. Just rebuilt, dsl, SUPER BOAT. Ask 97,500
49' ALDEN SCHOONER, Malabar IV design. 'ZITA II', diesel, excellent restoration candidate, fine lines 6,900/offr
48' OA, 36' 00, Classic. 1937 Gaff yawl, dsl, wormth & charm Ask 30,000
43' LOD, ALDEN SCHOONER at Lake Tahoe. 1931, teak decks, dsl, more. Charter business opportunity. Asking 55,000
41' BLOCK ISLAND CTR. Dsl, roller furl, wheel, Dbl-ended, Beut, interior, tough cruiser w/great potential. Ask 49,500
39' DANISH KETCH, double-ender, dsl, big and strong Try 29,000
36' SCHOONER, classic Crocker/Lewley. Dsl. Spring proj, worth doing ... 6,900/offr
35+HISTORIC HAY SCOW Sloop, Hicks engine, much charm & great down below. Office/Home? Asking 35,000
34' ANGELMAN Sea Witch ketch, dsl, wheel, AP, traditional beauty Ask 24,950
33' MORGAN OUT ISLAND sloop. Dsl, wheel, roller furl, spinn & more! ... 523,000
33' RHODES WINDWARD, famous design, sloop, I/B Asking 12,000
33' SAN JUAN Performance Sloop, dsl, kevlar/mylar sails, spinnaker & more Asking 18,500
30' LANCER Slp, dsl, F/G, spinn 13,500
30' ISLANDER, dsl, spinn 13,500
30' BIRD class slp, classic, well-found, GREAT condition, w/fresh O/B 9,600
30' CAL 230 Slp, dsl Asking 22,000
30' CHEOY LEE Bermuda sloop, riveted teak, much recent work, O/B. Asking 9,500
29' PHIL RHODES slp proj. boat Ask 6,000
28' ELDRIDGE McGINNIS SAMURAI SLP. Dsl, full cover, great potential. 5,900
27' CATALINA, I/B, spin 12,000
27' HUNTER sloop, dsl I/B plus O/B, roller furling, more! Nice boat. Ask 12,000
26' S-2 Slp Dsl, glass center cockpit, aft cabin, Avon & mtr & more. 17,500/ask
25' CATALINA Slp, O/B, furling, AP, GPS, VHF, depth, 4 sails Asking 57,500
24' ED MONK, Sr., classic '47 sloop, dsl, nice w/much recent work. ... Asking 8,500

42' TROJAN AFT CABIN M/Y, 15' beam, full elect galley, 2 heads, shower, radar, Onan, V8s, cruise/live 49,500 ask
42' OLYMPIC 1929 CLASSIC. Twin diesels, tri-cabin Asking 65,000
40' MATTHEWS, '48 Sed. Cruiser. Very well kept/much upgrades. Twin V8s.. 42,500
38' TOLLYCRAFT sedan trowler w/twin turbo diesels, FB, quality 59,500
37' CHRIS CRAFT 'Connie'. Newly refinished, Delta convos, genset, one V8 new rebuild/other due for rebuild. /LIVE/ CRUISE/OFFICE Ask 30,000
35' CHRIS CRAFT Exp., twins, dln. 15,200
34' CHRIS CRAFT Commander, '63, twin gas, great boat 26,500
33' CHRIS CRAFT sdn, '48, sharp! . 8,500
32' CHRIS CRAFT 320 Amerisport Express Cruiser, twin V-8 Crusaders, galley, shower, full fiberglass, stereo/TV, radar & more! Asking 42,500
31' PACEMAKER SPORTFISH, beautiful condition, near new twins Ask 32,000
29' UNIFILE Sally Dog H/T Sports Fish w/ gear, radar, platter, AP, etc. Rebuilt twins, LOADED! Ask 34,500

POWER

70' EUROPA TYPE TRAWLER, Con. built, loaded & in excellent condition. Economical Cummins V-12 power. An outstanding vessel Asking 199,000
61' STEEL TUG, recent refit, 600+hp Cat dsl, good condition Try 45,000/offr
46' LAKE UNION CLASSIC, just rebuilt, radar, new twin dsls, gen & more! 79,500
43' STEPHENS CRUISER, '55 jewel! Twin 426s. She's TOTALLY RESTORED.. 99,500
42' CHRIS CRAFT AFT CABIN MOTORYACHT, twin 471 diesels, GREAT BUY! 20,000

29' TOLLYCRAFT BRIDGE DECK cruiser, twins, just hauled, runs well, BARGAIN! 7,900
29' WELLCRAFT EXPS. Cruiser. 350s, shower, galley, downrig & more. Ultra clean and ready to go! Asking 27,950
28' BAYLINER 2850, '87, new V8, F/B & P/H helms, more, clean 26,900/offr
28' OWENS H.T. EXPR., 350 V8 8,500 ask
28' CARVER, nice/roomy, O/D ... 12,950
28' CHRIS CRAFT Cavalier, nice ... 12,000
26' BAYLINER 2352 TROPHY, '00, trlr, o/d, only 10 hrs on clock! 38,500
25' BAYLINER CIERRA, '88, very nice. Full Delta canvas Asking 39,500
25' YARD TUG, Detroit dsl, wood ... 5,500
25' GRADY-WHITE OFFSHORE PRO w/ trailer, hard canopy, cuddy cabin, walk-around, new 225 Merc. Optimax O/Bs. Great shape & ready to fish. \$44,000
23' FORMULA THUNDERBIRD w/trlr, V8, GPS, VHF, depth, downriggers, chart plotter & more Asking 12,000
22' CROWNLINE CUDDY w/trlr, 350 Cobra V8, very sharp Asking 16,500
20' SEA SWIRL, '96, trlr, 225hp .. 23,000

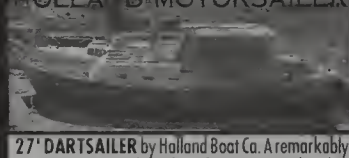
45' STEPHENS CLASSIC RAISED DECK CRUISER. Beautiful condition! Twin 120 HP Chevy. Crowns. 11' beam, p.a. cedar, bronze. She's an extra nice & well-loved Classic Yacht & a crowd-pleaser. Asking **\$90,000.**

PILOTHOUSE FLYBRIDGE



45' BAYLINER 4550 MOTORYACHT. Twin dsls, genset, 3 stms, salon, 2 helms, full galley, super sundeck, full canvas & electronics. Great cruiser. Alaska? Mexico? Go where you wish! Asking **\$208,500.**

HOLLAND MOTORSAILER

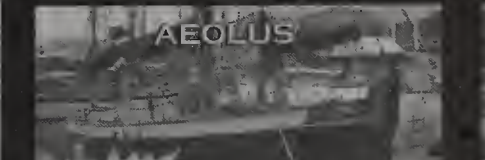


27' DARTSAILER by Holland Boat Co. A remarkably versatile cruiser with big boat features. Diesel, radar, furling, two helms, tabernacle mast and more! Serious mariners love this little ship! Asking **\$42,500.**



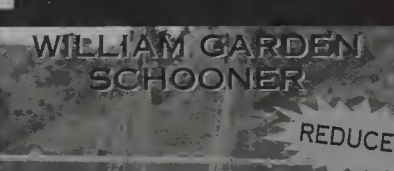
CLASSIC STEPHENS

34' 1929 CLASSIC STEPHENS EXPRESS CRUISER. Very nice classic with Perkins 4-108 dsl for economy and reliability. She looks to be in GREAT SHAPE and lots of fun! Asking only **\$25,000.**



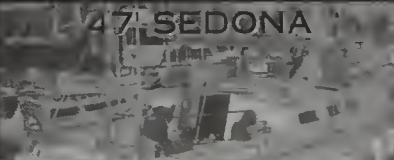
REDUCED!

68' LOA/41' LOD PILOT CTR Traditional 1904 ocean racer/cruiser. Rebuilt with new tanbark sails, spars, copper sheathing + repainted 1990. Fit to your specs. Magnificent. Virtually new build at fraction of the cost. **\$49,750.**



REDUCED!

46' GAFF TOPS'L SCHOONER designed & built by legendary Wm. Garden in '42. Escapade is cedar over oak w/1,408 sq ft of sail. Valva dsl, only 60 hrs reported. 6'10" headrm, great layout. Very rare offering. Ask **\$59,000.**



47' CRUISING SLOOP. 14'x5'6", 25,500 lbs. by Chas. Marin, NA. Launched 1998. Yanmar diesel. Big, roomy, powerful, comfortable, heavily built, nearly new. Dacron & Mylar sails & more! PRICED TO SELL: Asking **\$79,000.**

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This wooden grand Banks 32 has just finished being repainted and will be making the berth mates in her marina jealous soon.

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Defines the Term**



To those who haven't had the opportunity, Nelson's Marine is proud to introduce our Yard Manager, Art Puett. With

us for 17 years, Art has worked with every job over the years, starting out doing some of the Bay Area's first guaranteed blister repair jobs. Through the years Art has handled repair, rigging, painting and numerous other jobs needed to continue our tradition of customer satisfaction. Besides his yard repair and management skills, Art has been an avid sailor, winning as tactician in the Santana 35 Fleet and currently sailing in the Columbia 5.5 Fleet. His craftsman skills are also at work remodeling his home and rebuilding a car. He and his wife of 13 years, Nancy, also have enjoyed camping all over Northern California.

At Nelson's, Art remains focused on offering Nelson's first-class service and coordinating work with the 12 other marine businesses which share the Nelson's Marine location. When you're ready for experienced, professional help, give Art a call.

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**Business Hours: Mon.-Fri. 8 am – 5 pm
Weekend 8 am - 4:30 pm (sales office only)**